

available on fair terms for all railways. Now, if I can show that the hon. gentleman's opinion is, that no railway under the control of any one company will meet his expectations in that regard, I am sure he would not for a moment propose to deceive the House by pretending that he did not mean the actual acquisition by purchase of the ownership of that road. You will remember that in the government scheme we propose to own the railway from Moncton to Winnipeg and to reserve authority to enable us to grant running powers, just, and equitable and ample to all-comers. We attach a great deal of weight to that feature of the scheme, and we presented it to parliament with a great deal of confidence, but the leader of the opposition expressed his opinion on that question. The Prime Minister spoke on the 30th of July last, and the leader of the opposition in criticising the Prime Minister's remarks, expressed himself in these words :

" It is well known, not only amongst railway men but to those who are not railway experts, that the company which has the management or control of the line can regulate the running powers granted to other railways in such a way that they are of no practical advantage to the railway having these running rights. I do not think there is any doubt in the mind of any railway man in regard to that, and therefore I think that the running powers which are proposed to be granted over the line from Moncton to Winnipeg are of no real value.

Now, if on the 30th of July it was the opinion of the leader of the opposition that running powers even over a government road reserved for other lines, were of no value; what does the hon. gentleman wish us to infer from his statement of to-night that he only proposed to acquire running rights over the Canadian Pacific Railway from North Bay to Winnipeg. Why, Sir, the member for Bothwell (Mr. Clancy) in expounding the proposition of his leader,

Understood This to Mean the Actual Purchase of the Road.

The leader of the opposition proceeded to elaborate upon the principle of eminent domain and the right of expropriating railways if needs be in the public interest, and all his followers in giving their estimate of the cost of such scheme figured it out upon having to pay the Canadian Pacific Railway for its railway from North Bay to Winnipeg. But now for the first time to-night the leader of the opposition intimates that he did not mean that.

Mr. BORDEN (Halifax). I beg my hon. friend's pardon; I merely directed his attention to a portion of my remarks that he had not quoted.

The POSTMASTER GENERAL. Very well, if the remarks have any meaning at all, what is the meaning of them? The hon. gentleman advocated his scheme to buy from North Bay to Fort William, because among other reasons, the Intercolonial Railway, the Canadian Pacific, the Canadian Northern Railway, the Grand Trunk Railway should have running rights over that road. But he told us on the 30th of July last that running rights were no good over a company owned road, and, therefore, what good will that line be if the Canadian Pacific owns it and only running rights are acquired in it. The hon. gentleman either means something or he means nothing.

Mr. BORDEN (Halifax). Does the hon. gentleman wish me to answer him?

The POSTMASTER GENERAL. I am willing that the hon. gentleman should do so.