

From the year 1867 up to the year 1896, during a period of nearly thirty years, there were about twenty-five motions to adjourn the House made for the purpose of bringing a special subject before the House. However, during the last session of parliament there were no fewer than thirty-four motions of that character. It is only necessary to mention this to the House to show the change that has taken place, and I might be permitted to express the opinion that it would be more regular if these motions to adjourn the House were only made in connection with questions of the most urgent importance.

Mr. MACLEAN. Even under your suggestion, Mr. Speaker, I can still raise the question, because it is a question of the most urgent importance to the people of Canada. I desire to bring before this House, and before the country, the great fact transpiring in the United States to-day as to the control of railways. The railway mileage of that country is now passing into the hands of a most powerful syndicate. This syndicate controls most of the railways of the United States, and there is a dread that within two or three weeks there will not be one line of railway in the neighbouring republic which will not be controlled by Mr. Rockefeller, Mr. Vanderbilt, Mr. Harri-man, Mr. Hill—whose name we hear a great deal of in Canada—and some others. These men have under their power now over \$2,000,000,000 of railway capital, and not only that, but these same men control the banking institutions, they control the coal fields, they control the Standard Oil Company, and only last week they got control of the entire iron production of the United States. Last night there was a statement—and here is where the question comes home to Canada—in the *Montreal Star*—

Some hon. MEMBERS. Oh, oh. Where?

Mr. MACLEAN. Perhaps the statement is reported as coming from a friend of hon. gentleman opposite. That statement is this:

It would not be very difficult for the powerful financial interests which Mr. Hill represents to secure a majority of the common stock of the great Canadian Pacific Railway.

Now, the point that I want to bring before the people of Canada and this House is this, that these men, who have obtained control of the railways of the United States, are in a position to-day to capture the control of both the Grand Trunk Railway and the Canadian Pacific Railway. I can go further: I believe that tracers are out to-day after the stock of these two railways, in order that Messrs. Morgan, Rockefeller, and the men associated with them may, if they think it necessary, get the control of these two Canadian roads; and I call the attention of the people of this country to this fact, that less than \$50,000,000 put on the stock market to-day will secure the control of the

Canadian Pacific Railway. Did this country put all the money which it has put into the Canadian Pacific Railway and the Grand Trunk Railway in order to build railroads which might pass any day from the control of this country to the control of the United States? What do we see happening at this moment? These Canadian railroads, in connection with which the people of this country have spent so much money under reputed Canadian or English management, are to-day a menace to Canada. The Canadian Pacific Railway and the Grand Trunk Railway have announced that they intend to shape their policies to build up American cities, if necessary, at the expense of Canadian cities. There is the great question before the people of this country. We were discussing platitudes yesterday in this House, but here is a definite question. The Grand Trunk to-day is antagonizing the city of Montreal, and I believe the Canadian Pacific is antagonizing the city of St. John. These two railroads tell the people of Canada, openly and above board, that they have no consideration for Canadian interests, but will, if it is in their own interests, direct their traffic to the United States. If that is the case to-day, how much worse will it be when Messrs. Morgan and Rockefeller and their associates go on the stock market and secure control of the Grand Trunk and the Canadian Pacific Railway? I am not dealing in a generality, but am speaking of something that might happen to-morrow. My hon. friend from West Toronto (Mr. Osler) occupies a seat on the board of directors of the Canadian Pacific Railway, and he and Mr. Shaughnessy might attend a board meeting to-morrow and have an intimation made to them that the Canadian Pacific Railway had passed from the control of Canadians to the control of these gentlemen in New York.

Mr. DAVIS. How are you going to stop it?

Mr. MACLEAN. I will tell you how to stop it, and I am going to appeal to history. The most significant thing that has happened in my time was the thing which Benjamin Disraeli accomplished not so many years ago in connection with the Suez canal. He made an arrangement with the bankers of the British government by which he had the necessary money placed at his disposal, and before anybody knew anything about it, the world woke up and learned that England owned the controlling shares of the Suez canal. That was a first-class investment, and one of the things resulting therefrom is that Egypt is to-day one of the most important and growing sections of the British Empire. I say that if we are alive to the danger which seems to overhang our country, this parliament, irrespective of party, will take the bull by the horns, and place Canada in a position, if necessary, to go on the stock