

Henry Campbell Bannerman; and if we had a few such men in this House, it would be the better for the country. It is cranks like those who have done much to make England what she is to-day, and to give to our country the liberties we now enjoy. And were they to disappear, it would be an unfortunate thing for this country, for we would be abandoned to the policy of men who proclaim that military authorities have the right to go into free British colonies and suspend the operation of the law, and that which is England's greatest glory—the liberty of the citizen. To come back to my hon. friend from East York (Mr. Maclean), he told us that all this trouble in South Africa was really at bottom nothing but a railway question—that it arose out of Cecil Rhodes' dream of a railway from the Cape to Cairo.

Mr. MACLEAN. Hear, hear.

Mr. BOURASSA. While I am one of those who are ready to do much in order to perpetuate the power and glory of England and in order that Canada may remain as long as possible under free British institutions, I am not ready to take the money of the Canadian people and spend it in helping Cecil Rhodes to build a railway from the Cape to Cairo, and therefore I cannot agree with my hon. friend from East York in denouncing the government for not having expended a little more money on the troops who are fighting to build that railway. My hon. friend, like myself, is much interested in the railway question in Canada. Well, we have not too much money here and are not in a position to give away any of it as a gift to Mr. Rhodes and Mr. Chamberlain in order to assist them in their pet project.

This naturally brings me to the railway question; and let me say that the motion I have prepared and my remarks accompanying it, are not directed with any view of embarrassing the government or of criticising the policy of the government from a party standpoint. I notice in the Speech from the Throne a reference to the application made by the Canadian Pacific Railway for an increase of its capital and the paragraph concludes with these words:

My ministers availed themselves of the opportunity to stipulate that the long pending question of the power of the Governor in Council to regulate the tolls of the company should be submitted to the courts for the judicial decision. The correspondence and other papers will be laid before you.

This brings up a very important question. Here is a contract which was made, some twenty or twenty-five years ago, with a powerful corporation, probably the biggest railway corporation in the world under one control; and one of the powers, which we were supposed to have reserved in that contract, was the control of the rates by the government. Now, this is not the first favour that the Canadian Pacific Railway has asked of this parliament. Under all governments, they have come here year after

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year to get additional favours. And, now, we are faced with this situation—that it is only after we have given them millions upon millions over and above what they were entitled to under their contract, after we have given them charter after charter empowering them to control small branch lines that we are told that we are to have—not additional power—but simply the right to submit a question to the courts. Are they going to obtain their power to increase their capital before the decision of the court is reached? Are they going to obtain first the favour they ask, leaving us to a doubtful decision of the courts? Sir, I want to be perfectly clear on this point. From a certain point of view I am a Canadian Pacific Railway man. It is true, like all other Liberals, I, for many years denounced the Canadian Pacific Railway as one of the greatest scandals in existence—a scandal brought to pass by the Conservative party—and a menace to Canada. When I look only at Canada's interest, when I do not go outside of this country, sometimes I am inclined to think that such a huge corporation, extending its powers over all the provinces of this country, more powerful in itself than all the other railway companies in this country, may but be a menace to Canada. But, when I go across the border, when I come in contact with foreign capitalists, as I did when I was in Washington with the Anglo-American commission, when I hear, as I did—and I do not speak of what passed in the commission—when I hear foreign railway men tell me that, when they press upon the Canadian government the adoption of railway policy similar to that of the United States, when they urge the control of railways under similar provisions to those enforced by the Inter-State Commission of the United States, they have no intention of striking at the Grand Trunk Railway—that the Grand Trunk Railway is practically an American railway—but that the only railway which they have a grudge against, the only railway at which they are aiming is the Canadian Pacific Railway—when I look at the question from that point of view, then, I am a Canadian Pacific Railway man.

But that does not change the general proposition, that the time has come, as I believe, when this country should have a railway policy. We have no railway policy; we cannot pretend that we have. We give charters to almost everybody who asks for them, and we give plenty of money to those to whom we grant charters, reserving to ourselves but a very slight nominal control—and even that control we do not exercise; and, as in the case of the Canadian Pacific Railway to-day, we are obliged to ask the intervention of the courts many years after the charter has been given. The hon. member for Jacques Cartier (Mr. Monk) has told us—and very