ed their supporters to vote that down also. We moved that the rental of the We moved that the rental of the bepartment of Rallways and Caneastern division should be se upon the property of the G.T.P. That

ilso was rejected We moved that the G.T.P. Railway Company should pay a fair rental for any temporary lease of the line from Winnipeg to North Bay. The Gov-ernment did not approve of that amendment and rejected it.

asked by an amendment that the Government should supervise any agreement between the two com-panies respecting the issue of stock by the G.T.P. Company, and thus prevent the creation of watered

stock. The Government have made a most Ignominious surrender with regard to that. Last year over and over again, inisters of the Crown declared that the rates payable by the people of this country might be affected by the issue of stock. This year they have permitted the G. T. Railway Company

do that which it was forbidden to Watered stock is now do last year. to be permitted under this contract, and our amendment asking that it should not be permitted was voted wn by the same obedient majority which was relied on with regard to the other amendments.

We also asked that the Govern ment should receive shares of the common stock of the G. T. P. Company in proportion to the support given by the Government to the enterprise, that the people of this country who were giving three or four times the support to this enterprise that the G. T. R. Comto this was giving, should be considered as to the apportionment of stock as well as that company. Once more the Government call-

ed on their majority, so worthy be relied on, and voted this We asked further that down. alien labour should not be em ployed in the construction of this railway except where the Department of Labour found it to necessary. A new found zeal for the interests of labour was discovered by the Government, and we are promised general legislation to that end.

In the meantime, however, we have asked that a special stipulation should be inserted in this contract in order that the G. T. Railway Company should receive notice that in the surveys and in the construction of this road preference should be given to British labour, and that those now controlling the surveys and the con-struction of this road should be told that, other things being equal, the preference should be given to our own citizens.

In the next place we moved that the stock of the G. T. P. should not be placed upon the market unless issued payable at par.

Surely that was reasonable. Surely It is not the policy of this Government that stock bought for five, ten fifteen cents on the dollar sho ould go into the hands of bona fide holders nd stand in the fixing of rates as if it had been sold at par. Surely the policy of the Government is not a watered stock policy yet that is the policy contained in this contract. In fact far as this stock is concerned, it may be said that it was not even a good policy of water, and the simile has been used that it is only froth. A watered stock contract is. however. what the Government is submitting to us, a watered stock policy is what they are advocating. If that be not

ported were £3,725,040 sterling. als, there are in Canada 19,077 mi ais, there are in canada to but mices of railway. From this is to be deducted 1.551 miles of Government road, leav-ing 17,526 miles of railway, all of which were probably aided by the Government. The government (both Dom-inion and Provincial and Municipal) aid in as follows: Cash, Dominion, \$167,007,344; Provincial,\$39,884,584; Muni-cipal, \$12,661,527; Loan G. T. R., 1855-57, cipal, \$12,66,527; Loan G. T. R., 1000-21, \$15,142,633; other loans unpaid, \$821,625; total, \$226,517,713. So that we have in Canada, to-day, railways aided to the extent of \$226,517,713. Besides this there are provincial loans and municipal subscriptions of slock, bringing the grand total up to \$237,530,480, or

\$13,522 per mile of every mile of railway constructed in Canada. TIME OPPORTUNE FOR NEW POLICY.

Besides this, there have been gifts to

these companies, of lands aggregating 60,000,000 acres, lands that, when they were given, were worthless, perhaps but now, some of them very valuable and for which the companies receive large sums of money. In bringing these facts to the attention of the country, I am not criticizing bargains made in the past, out I am pointing enormous aid that the corout the porations have received and suggesting that it is now time for us to pause and consider whether or not in the future we shall carry out the same or whether we shall at least see to it that, in return for aid afforded to railway construction, the country shall ave some interest in the ownership of the road, and some share at least in the profits resulting from their perations. What returns have we at the present time from these eno subsidies of money and land? ave no interest in the roads which have been largely constructed from our been own funds, and no shares in the ever-Mr. growing profits from the operation of roads. These profits are and these must be appropriated for the benefit of the shareholders. We cannot, as my honourable friend has said, we western cannot interfere with vested rights, and I am not suggesting that In the

should interefere with vested rights, but I am pointing out that in considering what ought to be done in the future, we have the right to take into account what profits have been made by the companies so largely aided by the state in the past. During the year ending 30th June, 1903, the profits of Canadian railways were no less than \$28,583,000. These are the roads that were aided by the country to the extent of \$14,000 a mile. - Consider the amount of bonds and stock issued by the various companies, because it is of importance, when we remember that the Government are permitting in this

very contract the watering of stock to an enormous extent. The is8sues of Canadian railways are as follows : Bonds. \$424,100,762; preferred stock preferred \$136,846,825; ordinary stock, \$346,923,487;

otal, \$907.871.074 It is beyond doubt that the bonds did not realize full value. It is beyond doubt that the stock, to a very considerable extent was not paid for in full, but these securities are ex-pected now to make returns for those who are bonafide holders, and when a of rates comes before uestion the Railway Commission, the holders of the Intercolonial Railway has not been these securities will insist that the rates shall be so fixed that they may receive a fair return on stock for

Carrington, a Governor of Australia, according to Edwards on Railway Na-tionalization, declares that the rail-ways of Australia can at any time be sold at a price equal to the debts of the colony, and Edwards himself de-clares that the state railways of Aus-tralia, taken as a whole, pay a sub-stantial profit. In New Zealand the total mileage owned by the Government is eiven at owned by the Government is given at 2,235, and the net earnings for the ast year reported £622,349. The New Zealand railways pay 3.43 per cent. profit or nearly 3½ per cent. on the apital invested. In India, many railways have been constructed for military rather than for commercial purposes, but neverercial purpos theless, India is one of the two countries in the world where railways, on an average, earn over 5 per cent. on capital invested. The railways in Inin Canada to-day does not favo

dia will eventually revert to the state and the Government of India owns no less than 19,317 miles of railway.

OUR EXPERIENCE IN CANADA.

These are the conditions I venture bring before the House for the rea on that I think a few facts of this kind may be worthy of our consideration in this country. We have not had very much practical experience in North America, as I have said. Our own experience was confined to the . C. R. and the P. E. I. Railway, The result of Government position up-on the I. C. R. have not at all times been very satisfactory, so far as finan-cial returns are concerned, but we we ership in connection with the proposed must bear in mind that in considering transcontinental railway. the result of Government ownership this country that the I. C. R. was constructed for the most part through a sparsely inhabited country between Moncton and Quebec, a country which affords very little local traffic. It has pointed out more than once by Blair, that in Quebec, as well as in the Maritime Provinces, it has had to compete with splendid water-ways in every direction. It has had no connection of any value and

the rates have been fairly low in the Maritime Provinces. Maritime Provinces, however, and I speak specially of the Province of Nova Scotia, the opera-tion of the I. C. R. even upon low rates has, I believe, on the whole, been paying and profitable to this country. I have no doubt that the operation of the I. C. R. in the Provnce of Nova Scotia during the past ten years has paid a handsome turn, upon the capital invested. I have no doubt about that, because I com pare the traffic of the I. C. R. with the traffic upon other lines in Nova

Scotia I know the result on those lines and come to the conclusion that the operation of the I. C. R. has been profitable in Nova Scotia and I believe in the southern part of New wick. Indeed Mr. Blair has told us that and pointed out that if we had western connections, if we had as profitable a line in Ontario as in the Maritime Provinces, the paying portion of the road in the Maritime Provinces and in Ontario would give fair average return to the country

upon the whole line. Let us also remember that although profitable in one sense, yet it has furnished absolute and necessary means of communication between the Upper

the other political

for our engagements except that which Lord C. P. Railway to be built by a prient for its value upon the is depen success of the enterprise, the country thus undertaking nine-tenths of the entire risk, and receiving no share whatever of the profits ? Should we do all this without any mandate from the people and without permitting the people to express an opinion? We must have an election before December, 1905, and yet here is this Govern ment proposing to pledge the credit of this country to the extent of \$150,000,-000 or \$170,000,000 without consulting there are some disadvantages attendant upon Government ownership, do you think, after weighing and considering all these things that the people of Can-ada, if they owned the C.P.R., would be prepared to give it up? I think not. Is it not fair to apply a test of the people, and here is the Govern-ment proposing also to put to one side any expectation of state ownership in Canada for a century at least. When my honorable friend that kind to the question as to whether or not the people of this country shall

lantic to the Pacific?

of retaining and operating the

profitable. These two profitable por-tions would ensure fair average results

upon the whole system. Let me poin

the eastern

ward would also give such control of rates as cannot possibly be accom-

plished by any other means. There

"The C'T By Company has most in-

reniously arranged a scheme by which it will chtain all the benefit, all the

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press is to be believed, a very

NO REASON AGAINST

the face of the earth.

ship to

West Toronto (Mr. Clarke) asks the Government to pause long enough to give the people an opportunity of ex-pressing their opinion the obedient build and own this line from the At-Public opinion the abolition of government ownership in so far as the Intercolonial is concerned. On the contrary, I think there is a orters of the Government are call in and they vote down the proposal without consulting the people and in face of a strong and growing senti-ment in favour of public ownership of public liabilities. Should we postpone state ownership of railways in this stronger sentiment than ever in the nds of the people of Canada in favour of retaining and operating the I.C.A. as the Government railway of Canada. Its lines in the provinces of Nova Sco-tia and southern New Brunswick are country for at we do all this for at least a century? Should all this for the purpose of enprofitable and pay, although operated at a low freight rate. This line from Montreal westward would be even more abling a great corporation to increase the flow of traffic to Portland?

ADVANTAGES OF

GOVERNMENT OWNERSHIP. out to my right hon. friend that, if the More than 9,000,000 bushels of our protest has been made by some gentle wheat went there last year, 400 cars of 700 tons each, and it is increasmen in the West; some of whom, I be-lieve, have been supporters of their own ing. She i'd we continue and perpetu-ate this? No, a thousand times no. Let party in the past, against putting to one side any idea of Government ownus rather extend our obligations by one-tenth and thus own and control a national transcontinental highway in he true sense of the term. (Applause.) f our obligations are thus slightly in-reased we obtain in return a valu-

OWNING WHOLE LINE. able asset, and we retain the advan-tage and profit of this future incre-ment of value. We secure and con-trol means of cheap transportation If we look at it for a moment from the standpoint of the interests of the ountry and not from the standpoint of the interest of the G. T. My. Comfor the east and for the west. We pany, surely there is no reason why we should apply Government owneraid in the most effective manner the development of the West, while at the same time we safeguard the upbuildand not apply Government ownership ing of our national ports we adopt the to the western division. Does not est in fact the only efficient mode of preventing diversion of our traffic, we my right hon. friend remember that his friends of the G.T.Ry. said that enable the people as a whole to parti-cipate in the growing prosperity acthe western division was tso good that would enable them to carry the uncruing from its increasing commerce. In all these respects our opportunities will be multiplied one hundred fold. profitable eastern division. Yet he builds the unprofitable eastern division for the Grand Trunk and insists that There are those who are alarmed at the prospect of the Government opershall accept almost as a free gift the western division which the Minister of ation of railway. I am not insensible to that fact, that there are the Interior says is the most splendid certain and profitable rallway proposition that difficulties, possibly certain disadvan-was ever presented to any company on tages, attending state ownership of tages, attending state ownership of railways. But, sir, we have to choose The extension of the I.C.R. west-

at the present time when this contract is placed before us, and let us remem ber further that if we build this line there is nothing preventing us leasing it for a limited period, until public sent.ment on this point is more fully

is no doubt about that. The Government do not pretend that they have developed in Canada. And if we should any control over the rates on this proposed railway other than that lease that line built and owned by the people of this country, we should un-doubtedly be able to lease it on much which applies to all railways in the country. A railway extended to the better terms than have been secured Pacific Coast owned by the Governfor the people of this country with re-spect to the eastern division. If for ment would give the most effective control of rates, but if there is any doubt, in view of the considerations the eastern division we have secured a rental of three per cent., surely for which I have already urged upon the that splendid, profitable western div-Government, why should there be ision we could secure a very much any doubt, when we replied that the higher rental. But.sir.I believe that by Coveryment are practically assuming the time we would have the road con-structed from the Atlantic to the all the risk of the construction of this

Pacific, the growing sentiment of the people of Canada would have reached the conclusion that that road constructed by the people of this coun-

all right? What was meant by the ole of Canada, and not by the G. T. R. Company, if it is the will of the people that we shall assume not only nine-tenths but ten-tenths of the amendment offered by the leader of the Opposition was that, if the country had to stand the whole cost, it was worth would not be better than making the igations necessary to construct obligations necessary to construct another transcontinental road, and by that means to own and control a national railway highway from the Atlantic to the Pacific, the Conserva-tive party, if returned to power, is prepared, in accordance with the will of the people so expressed, to place upon the statute book of Canada such legislation as will emble their south company a present of the whole thing. The Minister of Finance had contend-ed that the road would be useful for purposes of military defence. It might form a back bone in Ontario where it was away in the back country, but on the eastern end it would run at one place within fifty yards of the Maine legislation as will enable that result to be accomplished with the least possible delay. (Loud cheers.) boundary. He admitted that public ownership of railways would be unde sirable under such management as the

It is for the people to decide. We shall abide, indeed we must abide, by their verdict. But let them understand that they have a choice that the door is not yet closed. By expropriation or I. C. R. was getting from this Govern ment, but it might have been a differ ent story if the management had he economical and proper. With a ra commission in charge and a Go by any other fair and just ment line cut loose from political inte ference it might be made a succe policy w thall carry out the will of the people. Let them determine whether Canada Why should not the Government shall have a Government-owned rai a railway as well as a canal? T way or a railway-owned Government (Cheers.) **RIGHTS OF G. T. R.**

WILL BE RESPECTED. The sanctity of contracts demands that the legitimate rights of the pro-moters of this undertaking shall be respected. There must be no repudiation

were done on a proper system. They shall not be put to any loss, but at the same time the country shall not

e required to pay to them any pros pective or speculative or unreasonabl profits. If they see fit to join with the overnment in driving this measure through Parliament by the aid of an obedient majority, they must take that course with their eyes open and with the understanding that the right of the Allan line from St. John fax. This he described as a the people of Canada to a voice in so great an enterprise is not to be denied and will not be disregarded. Against the Grand Trunk Railway we harbou

no ill will. We realize the work it has done in Canada. (Hear, hear.) It is entitled to and it will receive the fullest ustice at our hands. By that justice it shall receive such running rights over the extended Government lines as will give it complete and ample ac-cess to the North-west. But those ights must be accompanied with stipulations adequately conserving and proved to be an address of qui protecting the public interest, and esbecially the interests of our great national ports

And having said so much, I now move the following resolution, which is de-signed to express in connection with est slackened and for the hose already moved, the policy which the Conservative party will carry out in attempting a solution of the great him.

roblem of national transportation (Mr. Borden's resolution, which is seconded by Mr. Kemp. is given above.) HON. MR. FIELDING

REPLIES ON BEHALF OF GOVERNMENT

Hon. Mr. Fielding began his reply by remarking that a year was a short time in the life of a country, a Parliament, or a Government, but sometimes in that short space events happened jority of 46. which had much to do with the mak ing of history. A year ago the Conser-vatives were all opposed to the construction of another transcontinental railway, now they were tumbling over themselves to declare in favour of it. The leader of the Opposition had found tion

it necessary to turn right about face and bring down a scheme of his own. Mr. R. L. Borden-The honourable gentleman speaks of me as having made a right about face and as having opposed the construction of another

transcontinental line. I am not aware

The division was on straight lines with the two exceptions the Jabel Robinson (independent West Elgin, and Mr. Puttee (la) of Winnipeg, voted with the Or FURTHER CONSERVATIVE

AMENDMENTS MOVED. ful admonitions

This was d

Mr. Haggart then offered an am ment designed to make cle

Some Groaned, ing freight on a railway and highway? In every country public ownership had been tried i and All Hearts Ad a success. Men were willing heaper on a government road b they knew that they were better ed after, and such a railway coul materials as cheap as any other DR. DANIEL OF ST JOH Rev. Mr. Waring When Mr. Haggart sat down Mr. F. letters to the Mess reply to Dr.

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DR. SAU

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extracts

nerson rose. He got as far as 'Mr. Speaker.' the Speaker did no him and Dr. Daniel, of St. Joh given the floor. He spoke briefly ng among other things to the of the Allan line from St. John which he was decidedly indigna MR. EMMERSON

BREAKS HIS SILENCE

Then Mr. Emmerson, Mini Railways, got a chance to cold chain of silence which h around him so long. He gave planation of nor apology for his to speak during the long deba but launched at once in ary character. Considering th one o'clock in the morning, th a large attendance. Everybody terested and for a few minutes given close attention. Then the our and a half speech nobody fol

THE DIVISION.

Mr. Bell, of Pictou, came next. was mildly sugges vas the last speaker. The division that it was a risky rang at a quarter to four in the ing and the members slowly but to attempt to un: beliefs of the chur fully picked themselves up from tion. ious corners and entered the Cha "Then came the h The few minutes which this proc convention. And quired were whiled away by rom Mr. Archambault, and Never anything 1 horn wielded by a member who life of the conve modest to reveal himself. On th down, ministers eing taken the amendment offe old and young. Se Mr. Borden was lost by 59 to 105. groaned. The ho with distrust. All the customary not be passed

coupled with a r ation of the seri and Visitor. The failed to get sati Brother Waring Hope bore up all on reflection, red ous ground taken

why is it the down our amendment that the stock of the G. T. P. should only be placed the construction of the railways. on the market if payable at par. Is

there any reason why the people of this country should be saddled with I admit that they have done a great rates raised to an undue point, because the stock does not represent apital invested, but merely the profits of the shareholders.

might not have brought about equal-In the next place, we asked that ly satisfactory results with greater advantages to the country. vision be inserted to the effect (Hear. that if the Grand Trunk Railway or hear.) Suppose that we had under the Grand Trunk Pacific should divert taken in the first place to build the traffic to foreign ports, any complaint C.P.R. or some other great railway thereon should be investigated by the which yield an ample return, suppose Railway Commission and be reported to Parliament for action. the supposed disadvantages of Gov If the Government were sincere in

saying that it desires to prevent diver-sion of traffic to foreign ports, it would have accepted this amendment, which same advantage that we now have in is of the utmost possible importance to the opening up and development out national ports. the

Then we moved a resolution that the prairie section should be completed within four years from the passing of the act.

That was voted down. Although time could not wait last year the Governthat has been given by the this year.

We then moved an amendment that if the Grand Trunk Pacific should attempt to force on the Government any unprofitable branch at the end of the fifty years, the Government might take all or any of the remaining branches.

In this way we desired to preven this country being placed in the position of having to take and operate unprofitable branches without having the option of controlling the situation by taking all the branches this company might find profitable.

We further moved that the Govern ment should have haulage rights and running powers over the western division for the same period granted to the company over the eastern divi-

Then we proposed that the Government should be empowered to expropriate the railways from ocean to ocean upon paying fair compensation and in addition to that we moved a further amendment empowering the Government to do so in case these companies did not carry out the true intent of the agreement, or combine or conspire to divert the traffic to foreign ports.

Some observations were made with regard to these amendments last night, and I desire to say that with regard to this as well as any other company, I the same position as I did last year.

Mr. Borden here read from his speech of last session with regard to expropriating railways under certain conditions.

WOULD GIVE NOTICE

OF EXPROPRIATION.

He proceeded: I took that position last year with regard to the C. P. R. and I am prepared to take it with re-gard to the G. T. P. I make no distinction between the two, and I say that if the interests of this country demand in the future that the Government shall take over this undertaking and shall itself own that which is constructed to a very great extent by means of the aid furnished by this country, this country should have no hesitation in doing so. (Applause). And a provision of that kind should be in-serted in the bill in order that the G. C. P. R., and all others interested may have due notice that this ountry is prepared to act along those ceived from these railways alone pays have not sufficient- half the interest on the national debt, lines. Perhaps we have not sufficient-ly realized in Canada that railways

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F. P. Figs Adama Andra

contributed one cent on the dollar to is not the only railway in Canada that not minimise what these railways have done.

leal to open up and develop country, but we have to pause and consider whether a different policy in the past

that we make a very large discount for ownership, should we not

country? Could not even the splendid results which have attended

railway enterprise in Canada have been accomplished with less cost to the country and with greater advan-tage to the country in the return of

some revenue for the enormous aid ment were very anxious it should wait for the construction of these railways?

WHERE STATE **OWNERSHIP IS STRONG.** In North America, state ownership of

railways have not made much progress. Perhaps, therefore, we may be over-looking the fact pointed out the other day by my hon. friend from Compton (Mr. Pope) that, outside of Great Briain. Canada and the United States, the total railway mileage of the world is distributed as follows : Owned by pri-vate corporation, 87,834 miles: owned by

governments of various states, to less than 146,813. Of fifty countries that have been considered in a very able argument presented to the Senate of the United States, forty-two have pub-

The railways would eventually perrailways, while but twenty-nine form a great service, a great special service, and men should be taken into have private railways. Twenty-one have public railways only, while but that service as they are taken into the ordinary railway's service at the lownine rely upon private railways only. Out of fifty-one countries, so consider-ed, forty-one own their railways in est rung of the ladder, and work their way up by merit. I do not see why the whole or in part. Let us look very principle which has been applied to briefly at the experience of one or two countries in this respect. And I am such a service in other should not be applied to a great railway not now making an argument in fa-vour of state ownership so much as service in Canada. Let us remember that where public convenience and

control.

that end.

trying to show that, perhaps, we in public safety are so much concerned, Canada have not very much considered this question and have not looked as public opinion would not tolerate the appointment of inexperienced or inmuch as we might have done to the capable men to positions of responsiexperience of other countries. For ex-ample, in Belgium the state owns 2,513 bility or importance, if we had a Gov-like to know what it was. Was it not then foreshadowed by the Minister of miles of railway out of a total of 2.-845 miles. The operation of these rail-ways has resulted in a profit in the

year 1900 of more than \$11,000,000. A GOVERNMENT LINE Freight and passenger rates have been reduced more than forty per cent., and

FROM OCEAN TO OCEAN. Mr. Waring, in his work on state purchase of railways, declares that Bel-In regard to our own proposition

gium's great commercial development upon which I have already spoken at and advantage are to be attributed some length in this House, let me point largely to low railway rates resulting out once more, as I have pointed out from state ownership.

nany times, that we have already In the German Empire the states own Government ownership of railways in Canada to the extent of 1,551 miles. In 29,437 miles of railway out of a total mileage of 32,878. The net earnings of considering whether or not it would be German railways amounted to more than \$180,000,000 in 1901. The net earn-try to build and construct from the try to build and construct from the Atlantic to the Pacific a railway and to ings then were nearly 24 per cent. upon the capital investment, and are now 7.15 per cent. on the capital. The Russian Government claims to be the greatest own that railway, is it not fair to ask ourselves what we are prepared to do with the I.C.R.? Is there any man constructor and operator of railways in the world. The state owns 23,895 miles out of a total mileage of 34,415. The operator of the great railway cor-the operator of the great railway cor-the great railway cor-the down and the state owns 23,895 miles advocate the return for the I.C.R. to one or other of the great railway cor-the Government now proposes to the world. out of a total mileage of 34.415. The average net earnings during the year 1897, according to the recent work of Mr. Henry Norman, "All Ruswere \$14,800,000. The amount rereception from every Board of Trade in yet passenger rates are so low that Mr. Norman describes the cost of the at once and has never been heard of come by the Intercolonial Railway Ity realized in Canada that railways is pointed out by my non. Are, as was pointed out by my non. Arriend from Compton (Mr. 'ope) ihe other evening the great national highways of the present day. Except 1.551 miles of Government railways 1.551 miles of Government railways have been constructed and are owned by so-called private corporations, which, however, net earnings during the last year re-

which they may have paid one hun-dred cents on the dollar, although that stock in the first place may not have posed enterprise, while it incurs hone has not made any returns. It is not or very little of the obligations and liabilities incidental thereto. It has the only railway in Canada the man-agement of which is open to criticism. complished this by the creation of a subsiliary company. That company alone contracts and at the same time I have no doubt that the returns of the Intercolonial Railway would be

railway.

is absolutely controlled by the G.T.Ry. better if it were free from the influence Company. of politics. I am not speaking in criti-Thus the Government incurs liabilicism of one political party more than al party more than party, but even ditions and even \$150,000,000 to \$170,000,000, while the other party incurs obligations of less than under existing conditions and even with party political influence exerted \$15,000,000 and obtains possession of all to some extent, I think the results upon direct profits and advantages. Let not the Intercolonial Railway may fairly

my right hon. friend forget, and this, at least, I think, ought to convince him be compared with the results upon the Grand Trunk Railway in the past. And I venture to think that if the that for the enormous obligations which this country is undertaking it Grand Trunk Railway management has absolutely no security whatever except the success of the enterprise. during some years in the past had been applied to the Intercolonial Bailchallenge any successful contradiction way during the past thirty years we of that statement. If his enterprise is successful, this Government cannot be absolutely sure that better has results would have been obtained be-cause, as has been pointed out by the ample security, but if this enterprise is to be successful, why should not the Government providing the cash own and control it? If this enterprise is a honorable member for Compton (Mr ope) the other evening, a loan made failure, then the Government has no security and the Government will have to the Grand Trunk as far back as 1855 and 1857, amounting at that time to \$15,000,000, has not been paid, and if simple interest on it is computed up to stand the brunt of that loss and fail-

Therefore, from every sensible busito the present time that company ness standpoint there seems to be no reason whatever why the Government would owe this country more than \$50,000,000, and if compound interest, which we have to pay on our national debt from Confederation to the present going to the extent of incurring ninetenths of the obligations and of the time, were computed on that debt.that expense necessary to construct railway should take from the other company would owe this country more one-tenth rather than hand the railway than \$100,000,000. (Hear! hear!) over to a private corporation. It is Of course one strong objection to

called a national railway. It is not Government ownership was the pos-sibility of party political influence and a national railway. It is a corporation ailway and not only is it a corporation control. This, I think, can be very largely dispensed with. The people railway, but it is a corporation railway controlled by a corporation which has of this country are prepared to supdirect and enormous interests in port the present Administration or terminals in the United States. any other Administration which will The fact of the matter is, that make a strong, determined effort to

the Government practically finan-

generously gives away the country's right to any participation in the profits.

INTERCOLONIAL SHOULD BE EXTENDED.

Should we reverse the policy of ex-These things have not been said in the tension of state ownership adopted five years ago? If it were not the policy of state ownership which dictated the extension of the Intercolonial Railway from Levis to Montreal, I would Was it not

Atlantic to the Pacific. (Conservative applause.) to the extension of the Intercolonia Railway to the Great Lakes, at least, and did not the Minister of Railways, speaking for the Government, say that

was necessary that the Intercolonial Railway should receive a fair, even large share of the great and growing trade of the West? Did not the Minister of Railways of that day poin out to us certain arrangements made with the Grand Trunk Railway Company, by which he hoped to secure a large share of the traffic and have not these expectations been very disappointed ? Why does the Govern. ment of Canada see fit to reverse the policy of state ownership, which it then adopted ? Are we less capable manthe Government now proposes to do is porations of this country? I do not practically to build a great railway, think there is one. The subject was place it in the hands of a private corporation having large interests in the not advocated, but was asked to be considered by the Halifax Board of Trade and it met with so frigid a pectation that the railway shall take pectation that the railway shall take the trade of the West over its own

try should not only be owned operated by them. WHAT THE GOVERNMENT

HAS IN VIEW.

The Government is driving this meahis followers. the sure through Parliament, not by aid of reason or argument, but by the mere force of its submissive ma-jority. Not one man in ten of the jority. Government supporters has taken sufficient interest in the measure to make himself thoroughly acquainted with it in all its details. The Grand Trunk has decided what the Government must do, and the Government has decided what its supporters in Parliament must do. The Grand Trunk thus dictates to the Government and friend, the leader of the Opposition, carefully refrained from taking any decided stand it simply showed that he through the Government to the coun-

was waiting to see which way the cat Before committing the country to an might jump. Mr. Sam Hughes - Might I ask a enterprise which will increase our na-tional obligations by more than fifty question. Is there any truth in the remark that the Minister of Finper cent., which will pledge our fu-ture resources so as to prevent any other great scheme of national tranance was likely to follow the ex-Minister of Railways (Mr. Blair), and leave sportation for many years, which will prejudice, if not altogether destroy, the I. C. R., and will indefinitely rethe Cabinet on this question? Mr. Fielding-Will my hon. friend tell me who said so? Mr. Hughes-Rumour has it that the

tard any advancement in state Hon. Minister himself said so. ership, constitutional usage demands Mr. Fielding-I think I can answe that the Government should submit the question to the people.

my hon. friend by asking him his au-thority for the statement. If anybody As I have already said, our amendment to that effect has been voted down. The Government has no manthat effect has been voted said so. I give him the most unquali fied contradiction. If my hon. friend will find the person who started the date from the people to engage in the enterprise, nor has it any legitimate rumour he can give him that answer. authority to deny that appeal. It has THE G.T.R.'S FIRST PROPOSAL. no justification for refusing to listen to the voice of the people. It proposes to force this measure through in favour of the Government scheme Parliament and upon the people. It proposes then forthwith to enter into As to the position for ownership, he regarded it as amusing binding contracts and to thus stifle the voice of the people, even if that voice

shall be raised with no uncertain sound against this measure. I have heard from all about the country. I ces the whole enterprise and then have heard from Cape Breton and Scotia to the western slope of Ontario what the Government propose

> the Government have been saying as to the resources which would be placed at the disposal of the Govnment in the approaching campaign.

closet, they have been said upon the house tops. In every part of the country I have visited I have heard

AN APPEAL TO

THE PEOPLE OF CANADA.

But, sir, considerations of that kind are not sufficient to stifle the voice of the people. No one can tell in advance what the verdict of the people will be what the verdict of the people will be. But if that verdict should be 2.492 miles, and valuing the land at against the Government, the design of the Government is nevertheless up to about \$53,000,000. The document

that the will of the people shall not be regarded and that the will of the confidential, but permission had been G. T. R. magnates shall prevail. To this we now enter our strongest desecured to make it public. mur. Against this we formulate our most solemn protest. We de not propose that the voice of the people shall be stifled, and we declare that if the Conservative party is returned to power at the next general elec-tion it will enact such legislation as will enable the will of the people to prevail over the will of this corpora-

tion, however great and however powerful it may be. The people of Canada, if they realize

their own strength, are and will be greater than any corporation, greater than all corporations. (Cheers.) They may not have the same organization or the same capacity to combine, but their power when exerted to the full is at al! times irresistible.

If it is the will of the people of Canada, as declared by their voice at the next election, that another railway from ocean to ocean shall be will be declared by their voice at the next election was told simply because an elec-tion was coming and the Government desired to herald it over the country If it is the will of the people of

but of having expressed any such opinernment's rights as to foreclosure sale in case of default. clared lost on the same division. Col. Hughes offered an amendm Mr. Fielding-I am speaking of the general attitude of the Opposition, and I have the right to assume that the

I have the right to assume that the that the prairie section shall be menced forthwith and completed four years. When this motior made the gentleman with the tin Mr. R. L. Borden-Who were those who expressed an opinion against an-other transcontinental line? entered a loud protest, whereup Borden arose and insisted upon being kept. Sir Wilfrid Lauri Mr. Fielding-I say that I am speakng of the general attitude of the pealed to his followers to be qui

ing of the general attitude of the Opposition, and I can refer my hon. friend they subsided. The motion clared lost. to the discussions in the Railway Committee. I am speaking not of any par-Mr. Gus Porter moved an amend designed to make the Grand ticular utterance, but of the general attitude of the Conservative party on the question at that time. If my hon. Railway Company responsible for

ing that the contract is carried the Grand Trunk Pacific Company **MR. BORDEN ENQUIRES**

RE G. T. R. PROPOSAL

At this stage proceedings we versified by Mr. Borden who re point out that on reveral occo during the debate the Govern had been asked whether all the pers in connection with the m had been laid before the House the Premier had declared that thing had been brought down out reservation and without equ tion and yet after this decla the Finance Minister had prod to-night a document from the G Trunk asking for a subsidy an land grant. He thought the He was entitled to an explanation.

The Premier somewhat warmly werd that the document was conf tial and he had treated it as such Mr. Fielding spoke for four hours, etting forth anew all the arguments Dr. Sproule retorted that P ment was certainly entitled to formation contained in the docum Government When an application was made public assistance Parliament was titled to the information. and seemied inclined to poke fun at it. He declared that Mr. Borden in his resolution had not asked for public own-

Mr. Bell recalled that he had so time ago asked whether the comp ership as a principle, but had merely had applied for a land grant and Premier had said, "No." Mr. Barker thought that when declared that it was slightly preferable

to the wicked bargain between the Government and the Grand Trunk Pa-Premier was asked whether all documents had been brought down cific. Genuine advocates of public ownership would not be misled by this. Mr. Flelding admitted that public ownhad not answered in the candid n ner which was expected among ership was gaining in popularity, but tlemen.

it was more popular in theory than in practice. Mr. Fielding also read to the A noisy interruption from Mr. 1 fontaine House the original proposition of the fontaine moved Col. Sam Hughes remark that the Minister of Man Grand Trunk. It appears that they askand Fisheries was not expected to ed \$64.000 a mile and 5.000 acres of land per mile, that all materials used derstand these questions of perso in construction should be admitted free honour.

Mr. Clancy could not recall any of duty, if not obtainable in Canada as cheap as elsewhere, that the road cident that reflected less credit on should be for ever free from taxation Government.

by the Dominion, or by any province, to be hereafter formed, or by any mu-The discussion of this question personal honour was abandoned nicipality therein, and that the land ently, Mr. Porter's amendment grant should be free from taxes for declared lost and the third readin the National Transcontinental way bill was formally declared twenty years from the date of the grant ried. The House adjourned at 5.23

To cope with the locust plague, w

is causing great anxiety on account the cotton and other crops, the E4 tian Government have at length mined to call out the corvee MR. HAGGART ASKS SOME

the corvee—a system of collabour—many thousands of will be available for dealing PERTINENT QUESTIONS. thousands of peas

Hon. John Haggart wanted to know by what right the Grand Trunk marked plague. Efforts will be made to stroy the insects while they are wingless; for very little can be with the vast hosts of flying lo "confidential" on a document asking for a subsidy. Were there any more The young insects move along in confidential documents in the posses solid mass often a couple of feet sion of the Government, or, if not, was more deep and miles in length. W Egypt was visited by the scourg the president of the Grand Trunk de-ceiving his directors in saying that he 1890 deep trenches were made of siderable length. Between them expected the ordinary subsidies for the branches. It was funny for the authors of the Ottawa platform to be accusing Between them the invading locusts were heaps burning straw. The the Conservatives of changing their caped the fire fell in the trenches, opinions on a railway scheme. As to the original deposit of one million were destroyed by natives. Somew similar means will be pounds in Grand Trunk preferred stock employed in present case. if that was ever put up, by what authority did the directors of the company

Fire at North Bay, in the fancy dr goods store of W. W. Smith & Co., dam aged the place to the extent of \$4.00 The loss on the stock was covered b built, owned and controlled by the that the enterprise was getting along insurance.

the attention of the Bible, as co from God, on whi practice; to prep body for the furt subject of inspirat the First Halifax suggestion and ot who might need Waring been sermons in Halif the convention, a ion, would have subject. All won the suppressed s convention, had his views, and mony with the the pastor's ing his view tion that drove inclinations, to could, his evide old view of the the evolution t criticism ,to the is evidently the occupies, and whi denomination occ "Mr. Waring, i approach the Bib he approaches it untrue; that I h is proved guilty: (it must be that ground) until it is this way we are in its examinatio method, it is a co position he assig The great Hebrey of jurisprudence. the civilized nati phatic in regarding cent, in the eye guilt is proved sifted. If falli held innocent until I feel bound to s God's word-as i proved guilty. Mr. proach the Bible continue my exami Word. If it is prov tion that it is a I will give it up; if pardoned for the su of human authors stand by it. "After all that the the millions in hea after all it has don I asked to regard it myths, legends, f notions of brilliant too, declared to be garities? Am I r with these Philistine that if they will su ment that the Bible suspend my judgm

fallible word of an on these conditions Bether? Never, neve R. A. ESTEY'S

Liabilities \$134,675, A

signment to FREDERICTON, 1 ng of the creditors o held at the office o morning. Hon. F. P as chairman and J. I tary. Between thirty ants were present, in

Kean and John E. and F. C. Beatteay. St

