

the opposition be embodied in this clause, and the Grand Trunk Railway should not be allowed, as it will be if this amendment be not adopted, to acquire the common stock by any other means. It is evident that if the Grand Trunk Railway should hold the total \$25,000,000 of common stock of the Grand Trunk Pacific Railway, less \$100,000 the entire control will be exclusively in the hands of that company. It will have absolute control. It may appoint every director on the board. All the employees and agents of the Grand Trunk Pacific Railway will be subject to its control and may be appointed and dismissed by it at will, and the object of my amendment is, in the case of such an event, to compel the establishment of the fund I have spoken of, out of which the Grand Trunk Pacific Railway may be in a position to construct its share of the western division.

The PRIME MINISTER. I shall not surprise my hon. friend if I tell him that I cannot accept his amendment and I am sure he will not expect me to go over the arguments which have already been made at length against it.

The House divided on the amendment of Mr. Alcorn.

YEAS :

Messieurs

Alcorn,	Lancaster,
Ball,	LaRivière,
Barker,	Lefurgey,
Bell,	McGowan,
Blain,	McIntosh,
Borden (Halifax),	Morin,
Boyd,	Puttee,
Broder,	Reid (Grenville),
Bruce,	Richardson,
Cargill,	Roche (Marquette),
Clancy,	Rosamond,
Fowler,	Simmons,
Gourley,	Sproule,
Hackett,	Thomson (Grey),
Halliday,	Tolton,
Henderson,	Wilmot,
Hughes (Victoria),	Wilson—35.
Kaulbach,	

NAYS :

Messieurs

Angers,	Kendall,
Archambault,	Laurier (Sir Wilfrid),
Beith,	Lavergne,
Béland,	LeBlanc,
Belcourt,	Logan,
Bernier,	Loy,
Bickerdike,	Macdonald,
Bourassa,	Mackie,
Brown,	MacLaren
Bruneau,	(Huntingdon),
Campbell,	Macpherson,
Champagne,	McCarthy,
Copp,	McCool,
Costigan,	McCreary,
Davis,	McGugan,
Delisle,	McIsaac,
Demers (Lévis),	McLennan,
Demers (St. John),	Madore,
Dugas,	Marcil (Bagot),
Emmerson,	Marcil (Bonaventure),
Erb,	Meigs,

Ethier,	Mignault,
Fielding,	Morrison,
Fisher,	Mulock (Sir William),
Fortier,	Murray,
Fraser,	Paterson,
Gallery,	Préfontaine,
Gauvreau,	Proulx,
Geoffrion,	Ross (Ontario),
Gibson,	Ross (Rimouski),
Gould,	Schell,
Harty,	Scott,
Harwood,	Stephens,
Heyd,	Stewart,
Holmes,	Talbot,
Hughes (King's, P.E.I.),	Tobin,
Johnston	Tolmie.
(Cape Breton),	Turgeon—75.
Johnston (Lambton),	

Amendment negatived.

Mr. WM. J. ROCHE (Marquette). I have an amendment which I desire to propose at this stage; and, inasmuch as the principle of this amendment was discussed in Committee of the Whole I do not intend to deal with it at great length on this occasion. I may say that in connection with this amendment the Minister of Justice (Hon. Mr. Fitzpatrick) took the ground that it would limit the powers of the Railway Committee in regard to the control of rates. To show that there was no force in that, it is only necessary to read the amendment. The object is not to limit the control of rates but simply to provide that the rates on this road shall not be any higher than those charged, or at any time to be charged, on the Canadian Northern Railway system. Nothing can be more important in connection with a new road than the rates to be charged to the people who have to ship their produce over that road. We have heard many objections offered in the past to the rates charged on the Canadian Pacific Railway. It has been declared that the agriculturists in the west were merely farming on shares with the Canadian Pacific Railway. And still the very men who made those assertions admit that the Canadian Pacific Railway was neither better nor worse than other corporations, and that other corporations placed in similar circumstances would do what it has done. On that reasoning, if this Grand Trunk Pacific Company comes to deal with the farmers who have no competing line—and it is provided that this line shall not be built within less than thirty miles of the Canadian Pacific Railway or the Canadian Northern—the farmer along this route will be placed in exactly the same position as were the farmers of Manitoba and the North-west in relation to the Canadian Pacific Railway, and will have to pay the rates demanded for the shipments of their products to the head of the lakes by this road. It is important that a safeguard should be provided to protect the farmers from exorbitant rates. The Minister of Justice, when he took the position that this amendment would limit the power of the railway commissioners to control rates, was