

than is contained in that article of a newspaper published in the very heart and centre of the country that is to be served by this railway.

Mr. MACPHERSON. It does not touch Rossland.

Mr. HENDERSON. Nobody said it did. The hon. gentleman (Mr. Macpherson) is getting beside himself, he is getting very anxious. He realizes that on his return to Vancouver he may have a good many things to answer for, and he is going to be sure of one thing, that is, that he stated here that this road is not going to touch Rossland. Well, if the hon. gentleman had his way, it would not touch Vancouver either, he may rest assured of that. It would not cross Canadian territory from Princeton to Vancouver, or to Cloverdale, he is determined that it shall not do that; at any rate, he has determined that no guarantee shall be obtained by this parliament that the road shall be so constructed.

Mr. D. ROSS. Is the hon. gentleman aware of the fact that already thirty-six miles of this road has been built from the city of Vancouver, in Canadian territory, eastward towards Princeton?

Mr. HENDERSON. I am sufficiently familiar with railway construction in British Columbia to know that a railway has been constructed from Vancouver a distance of about thirty-six miles, I assume, just to a point where it connects with the Hill system. We are not disputing that at all, and if we can only get them to continue the road on Canadian territory through to Princeton, we are perfectly satisfied that they can build then to Keremeos or any other place in the United States they like. They can cross the boundary line. We do not pretend to prevent them crossing the boundary as long as they give us a Canadian line. We cannot prevent them crossing the boundary line, and have not sought to do so. But we want a guarantee from them that a Canadian road will be built. That is what we have been contending for, and I hope that even though that guarantee has not been obtained, the government will yet demand that it shall be so constructed. Now, I simply want to say, with reference to the amendment proposed by the hon. member for North Toronto (Mr. Foster), who is not in his place to-night, that after hearing the statement made by the right hon. the First Minister on Wednesday night, I am prepared to withdraw the amendment. This is what the right hon. the First Minister said:

Put this road on Canadian territory by all means. But I repeat what I said a moment ago, that the powers which are vested in the Governor in Council are ample, and the Governor in Council will exercise those powers in order to keep it, if possible, on Canadian territory, and it is only allowed to be diverted when that is necessary in order to avoid great difficulties of construction.

Mr. HENDERSON.

After having received that assurance from the Prime Minister, that the road is to be constructed on Canadian territory on those conditions, and after having received that justification of the position that we have taken all along, I say that I am now authorized to withdraw the amendment proposed by the hon. member for North Toronto, and so far as I am concerned, the Bill will stand for its third reading.

Mr. STOCKTON. I will not detain the House more than two or three minutes. I look upon the question of transportation as one of the most important that this House can deal with, or will be called upon to deal with in future. The prosperity and progress of the country are wrapped up in this question of transportation. I would not have considered it necessary to have spoken at all, but, foolishly I think,—and I do not use the expression in any offensive sense,—some of the friends of this Bill have insinuated that those who opposed it in the Railway Committee were under the control of the Canadian Pacific Railway Company, that we were actuated in our conduct by the influence of the Canadian Pacific Railway Company. I wish to repudiate these insinuations. But let me say, Sir, that so far as I view the matter the Canadian Pacific Railway Company measures up to the ideal of Canadian nationalism more than any other railway company in Canada. I do not wish to say a single word against any other railway company in Canada; I do not wish to say a single word against the construction of railways upon Canadian soil for the benefit of the Canadian people and the development of Canadian trade, but it did appear when this measure came before the committee that there was an effort, an under-current—I do not use the word offensively in the least—to make it a feeder to an American system of railway to the detriment of the interests of the Canadian people and of the Canadian railway system, and when that was made to appear I felt that as a member of this House and as a Canadian citizen that it was my duty as a public man to state that now and in the future my policy is and shall be when railway companies come here asking for corporate entity for the purpose of constructing railways that we must feel sure that the construction and the operation of these railways will be to the interests of the Canadian people, and that they shall not be used as bleeders to Canadian enterprise for the benefit of a foreign country. I am not going to further discuss the question to-night, I understand it is important that this Bill should have its third reading to-night and I am not here for the purpose of obstruction at all. I simply wish to put myself straight as a member of this House with respect to the transportation question, and to state that every effort of this House and of the people of this country should be that when Canadian money is spent for the