

to build a great railroad, place it in the hands of a private corporation having large interests in the United States, with the avowed conviction that that corporation will divert the trade of the west over its own line, a trade which we expected would come by the Intercolonial Railway to our national ports. Shall we supply the money and three-fourths of the credit necessary for the building of this great transcontinental line, and shall we then transfer it to the control of what, as to ocean traffic, is virtually a United States corporation? Shall we take no security for our obligations, except that which is dependent for its value upon the success of the enterprise—the country thus undertaking nine-tenths of the entire risk, and receiving no share whatever of the profits? Shall 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 this Government, which was looking forward to an election last year, and is looking for one this autumn proposes to pledge the credit of this country to the extent of \$150,000,000 or \$170,000,000 without consulting the people, refuses to take the opinion of the people; and in like manner and without any mandate it proposes to put to one side any expectation of state ownership in Canada for a century at least. When my hon. friend from West Toronto (Mr. Clarke) asks the Government to pause long enough to give the people an opportunity of expressing their opinion, the obedient supporters of the Government are called in and they vote down the proposal. Without consulting the people, and in face of a strong and growing sentiment in favor of public ownership of public utilities, shall we postpone, shall we forestall the possibility, even the consideration, of state ownership of railways in this country for another century? Shall we do all this for the purpose of enabling a great corporation to increase the flow of Canada's traffic to Portland? More than 9,000,000 bushels of our wheat went there last year; 400 cars of 700 tons each, and it is increasing. Shall we continue and perpetuate this?

No, a thousand times, no. Let us rather extend our obligations by one-tenth, and thus own and control a national transcontinental highway in the true sense of the term. If our obligations are thus slightly increased, we obtain in return a valuable asset, and we retain the advantage and profit of the future increment of value. We secure and control means of cheap transportation both for the east and for the west; we aid in the most effective manner the development of the west while at the same time we safeguard the up-building of our national ports: we adopt the best, in fact, the only effective mode of preventing diversion of our traffic; we enable the people as a whole to participate in the growing prosperity of the country and in the advantages accruing from its increasing commerce. In all these respects our opportunities will be multiplied one hundred fold.