

secured upon such terms as will safeguard the public interest in low rates and abundant car supply, and will thus avoid the recurrence in the territories of the grave public injury and discontent formerly caused in Manitoba by excessive charges.

5. That the over capitalization of transportation companies is one of the most important conditions leading to unduly high rates, and should be prevented.

They see the significance of the \$45,000,000 of capitalization in connection with this road, which I referred to yesterday, and which, in connection with the bond issue, will make the fixed charges so very high that it will be impossible for the company to give low freight rates.

6. That a railway system designed to move the products of the west should not be burdened by the addition of costly and needless sections; that the proposed eastern section of the Grand Trunk Pacific would be of value chiefly for the purpose of colonizing the territory it traverses; and that the western lines should not be obliged to impose rates fixed with a view to providing for the annual fixed charges upon such a section, between one and two thousand miles long, built many years in advance of settlement in the James bay basin.

This is the very scheme propounded by the leader of the opposition.

7. That the country should not be committed to the construction of the eastern section over the proposed route until full information is obtained as to distance, grades, cost and the possibilities of local traffic.

Exactly as propounded by the leader of the opposition.

8. That the effective exercise of government control of rates upon the lowest practicable basis must be the object of government policy.

Notwithstanding this, the government voted down a resolution which would place the control of the rates absolutely in the hands of the government and make the maximum rates not greater than those charged by the Canadian Northern Railway, whose rates are controlled by the Manitoba government.

9. That because of the effect it would have upon the rates and general facilities the Intercolonial should be extended to Georgian bay, with party politics excluded from its administration and its management made non-partisan and business-like, and that under these conditions its field of operation should be extended to Manitoba and ultimately across the continent.

Almost the identical words of the leader of the opposition in his speech formulating his policy.

10. That the arrangement in the Bill now before parliament by which the government is to build the section between Winnipeg and Moncton at a large cost, and then lease it for 50 years, is unsatisfactory, because so large a pledging of the public credit as would be required may prevent the undertaking of more effective transportation measures; and also because, there being no option of purchase on the western division, the government at the end of 50 years would not have the alternative

Mr. ROCHE (Marquette).

of obtaining a complete transportation system under government operation.

11. That the proposed western section of the Grand Trunk Pacific from Winnipeg to Edmonton should be constructed as an additional line opening up new territory; and that the Grand Trunk Pacific Company should not be allowed to purchase the Canadian Northern Railway line instead of constructing an additional line.

The government has refused to incorporate a clause to that effect. I had the honour of introducing one myself to prevent amalgamation with the Canadian Northern Railway, but the government absolutely refused to accept it. As regards the opening up of new territory, the government do not know where the road will be located west of Winnipeg. They cannot say whether it will be north of the Canadian Northern Railway or south. Unless it be north, it will not open up the new territory referred to in this petition.

12. That provision should be made in the Grand Trunk Pacific agreement for an outlet from the Grand Trunk Pacific's western lines to Lake Superior.

The people of the west realize that no matter how many railways they may have, the grain will travel by lake and rail.

Your petitioners therefore humbly pray that the transportation Bill now before parliament be not passed in its present form, but that it be altered to provide for the above-mentioned conditions, and that the commission on transportation should consider the whole question of the proposed eastern section and report, and that complete surveys and estimates should be made.

It seems to me that this petition is a complete endorsement of our leader's policy, just as much as it is a severe condemnation of the government's policy. And I merely rose for the purpose of drawing the attention of the House, and particularly of the hon. member for Westmoreland (Mr. Emmerson), to the fact that the people of the west generally are opposed to the scheme propounded by the government.

Mr. TALBOT. With the hon. gentleman's permission, I would ask him if he is aware that in the province of Quebec agents are going from house to house getting signatures to these petitions, and that notwithstanding the very strong representations they have made, they have not so far got ten per cent of the people of these parishes to sign these petitions?

Mr. ROCHE (Marquette). I am not personally aware of that fact, but would require a little stronger testimony than that of the hon. gentleman to make me believe it.

Mr. S. HUGHES (Victoria). The hon. member for Westmoreland endeavoured as usual to bring in the locality question. He said he was surprised to see the antipathy displayed by the opposition to that section