

country. We do not want to expend \$64,000,000 and then find that it is worthless. We want to know what the country is really like. We are called upon to enter into a contract with this company, while my hon. friend in the modest amendment which he has proposed declares that if we have to pay the whole of the money virtually for the building of the road the people of this country should own the road. Test it as to whether the government can operate the road or not and if we find we cannot, it will be time enough then to enter into a contract with some company for the purpose of running the road. The hon. gentleman has given a wonderful description of what the results of the building of that road will be in the next twenty years. He spoke of some of the mistakes that were committed by his friends opposite who were opposed to the building of the Canadian Pacific Railway and he added that these twenty-one amendments which we have moved will be forgotten altogether, that within the next twenty years they will have passed into ancient history, that the men will have been forgotten who moved them and that he was ashamed to own that similar amendments had been proposed by his friends when they were in opposition to the great and grand scheme of the Canadian Pacific Railway. What a remark to make of his leader there who moved some of the amendments to the Canadian Pacific Railway contract.

The Minister of Finance has told us that the people of every province in the Dominion would hold up their hands in favour of this scheme. Well, Sir, if the bald question were placed before the electors, whether they would pay three-fourths of the cost of building the western section, and whether they would pay the cost of building the whole of the eastern section to hand it over to a private corporation; or whether they would try government ownership, I venture to say that nine-tenths of the people of Canada would vote in favour of government ownership. The only argument against government ownership is the management of the Intercolonial Railway by this government. We had the greatest railway expert in the country at its head, as the Prime Minister tells us, and his management of the Intercolonial Railway was such that it retarded government ownership in Canada for perhaps a hundred years. Expenditures on the Intercolonial Railway which ought to be controlled and carefully scanned by the Minister of Finance, passed current and were justified by him when these expenditures were made in the maritime provinces, until \$22,000,000 in almost useless expenditure on capital account on the Intercolonial Railway, was thrown into that sink hole. The people of Canada are not against the maritime provinces receiving a fair and just share of public expenditure. We have entered into an alliance for better, or for worse, and each province in this

Dominion must receive fair-play. The people of all Canada are glad of the prosperity of the lower provinces, and they want to see the transportation problem solved in such a way that it will be as beneficial to the maritime provinces as it will be to the rest of Canada. This transportation question should not be a political question; it is above all parties. Instead of having the question studied carefully by competent authorities we have this government entering into an arrangement with a private corporation, which I conceive to be the grandest piece of folly that ever was perpetrated in any country. They are guaranteeing the construction of a railway from Winnipeg to Edmonton for the Grand Trunk Pacific, and they are at the same time guaranteeing a railway over practically the same ground for the Canadian Northern. The Grand Trunk Railway have a right to get into that western country. I am free to state here that the Grand Trunk Railway has done more than any other railway to develop Ontario and Quebec. It is a popular company, it has a good road, and those who invested their money in it have had but scant return. The benefit has all accrued to the people of Canada, and if there were any arrangement to be made with a railway company, the advantage should be given to the Grand Trunk Railway. I am in favour of the Grand Trunk getting into Winnipeg. It will afford competition, but at the same time, competition to be efficient must be controlled by a government owned railway, because no commission that ever was appointed, and no Acts of parliament will ever regulate freights. The railway companies will make secret arrangements and favour individuals and corporations, and you will never get at them. The evidence before the Interstate Commerce Commission shows that it is impossible to reach them. Men who are upright in every walk of life; managers of railways, managers of industrial companies, will enter into dickers between themselves by which advantages will be given to some which are not given to others and you cannot prevent it. I have come to the conclusion that the only proper solution of the question is government ownership of the railroads. The Standard Oil Company for instance make arrangements with the railway companies to have their oil carried for ten cents a barrel, and they stipulate that the oil of rival concerns shall be charged fifty cents a barrel. Not only that, but they force the railway companies to pay to the Standard Oil Company the difference between the fifty cents and the ten cents. The only real way to get at these big corporations is the test of government ownership. The transportation question is a favourite one with me, but if we are to make an expenditure of nearly \$100,000,000—not the \$13,000,000 which the Minister of Finance talks about—and if we are to build a railway, let us own it. We pos-