

Mr. McINNES. The hon. member for New Westminster says, "Oh." I know nothing to the contrary, and I have the assurance of those who are interested in the Victoria, Vancouver and Eastern Railway Company, that they are as independent of the Canadian Pacific Railway as Mr. Corbin is, or ever will be. So, I say, it is not a question between the Canadian Pacific Railway and Mr. Corbin; it is not a question between the Grand Trunk and the Canadian Pacific Railway, because there are other lines which can give as many advantages to the country as the Canadian Pacific Railway, and to which this Parliament can show its favour. The assertion has been made—and I regretted very much to hear the member for East Toronto (Mr. Ross Robertson) dwell upon this point in the Railway Committee—that this was a scheme on the part of the Canadian Pacific Railway Company to tie up that whole country. Well, I do not know how killing this Bill is going to operate in that way. There is nothing at all to prevent this Parliament, next year, two years from now, or whenever it is so inclined, granting a charter to Mr. Corbin, or to any one else, for a line of railway coming from the south. There is no tying up of the country involved in throwing out this Bill. The Canadian Pacific Railway will get in there first, if this Bill is thrown out; and that is the great point I wish to make, in conclusion—that we should let our Canadian road in first, that we should give it the advantage, if there is any advantage going; that we should give our own merchants the preference, if there is any preference at all. If the Canadian Pacific Railway Company should not treat the country fairly, or if this Government or this Parliament should be too weak to enforce the powers placed in their hands to control the Canadian Pacific Railway, there is no reason why, two years, or four years, from now, or at any time in the future, this Parliament should not charter a competing line to come in from the south. But, in the first instance, when we are starting the trade of the country in certain channels, let those channels run in favour of our own people.

There is another point which I wish to refer to before sitting down, that is, the feeling in British Columbia, and throughout the country, on this question. A considerable number of telegrams and resolutions were read before the Railway Committee, some of which had value, and some of which had very little value, to those who understood from what quarters they emanated. But, Sir, if there was one resolution read before that committee which should have carried weight, it was the resolution that was passed by the British Columbia legislature; and, as there are possibly some hon. members here who were not in the Railway Committee, and who did not hear it there, I will read that resolution. I quote

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from the Votes and Proceedings of the legislative assembly:

Mr. Helmcken moved, seconded by Major Mutter:

Whereas a Bill is now before the Railway Committee of the House of Commons of Canada, asking for the incorporation of a company to construct a line of railway, to be known as the Kettle River Valley Railway Company, which railway, when constructed, will be a portion of the Red Mountain Railway Company, whose terminal is at Northport, in the United States of America;

And whereas the construction of such line by the company seeking such Act of incorporation will draw the ores and traffic from the province of British Columbia into the United States, and will most materially affect the commercial and industrial interests of this province and of other portions of the Dominion of Canada;

Be it therefore resolved, That a humble address be presented to His Honour the Lieutenant-Governor, praying him to communicate with the Dominion Government, urging that Government to oppose the granting of such charter, or of any other having for its object the diversion of traffic from this province to the United States of America, and to request that the said charter be not granted.

There is no uncertain sound about that.

Mr. WALLACE. What was the vote?

Mr. McINNES. That was carried by a vote of 20 to 10.

Mr. WALLACE. Was it a party vote?

Mr. McINNES. It was not a party vote.

Mr. MORRISON. It was a straight party vote.

Mr. McINNES. It was not a straight party vote.

Mr. WOOD (Hamilton). Who introduced the resolution?

Mr. McINNES. A government supporter, of course, as was very suitable.

Mr. WOOD (Hamilton). What connection had he with the Canadian Pacific Railway?

Mr. McINNES. I am sure I do not know. I do not know that it is very material.

Mr. WOOD (Hamilton). It is very material.

Mr. McINNES. I might ask hon. gentlemen, if they are going into these little matters, what connection some have with the Grand Trunk Railway. I hope we have not to descend to such things. The hon. member for Westminster says it was a party vote. The majority who voted for the resolution undoubtedly contained nearly every member on the government side, there is no doubt about that. But equally it is true that all the opposition did not vote against it. In fact, a man on the opposition side who is considered one of the strongest men in the House, Mr. Williams, supported it.