

miles, the people of Manitoba might as well say good-bye to competition. The company will be in a position practically to dictate terms to the people of Manitoba. I really think my hon. friend (Mr. Macdonell) would reasonably agree with me that the people of Manitoba are very much in earnest about the railway situation. They do not want the independent railway companies driven out of the business altogether; and I feel that if any company is given unlimited power to build what is asked here, the little independent roads will be crushed out altogether and Manitoba will be in the grip of a greater monopoly than ever in the past. If, as I have said, the Canadian Pacific Railway Company merely desire to construct one or two branch lines, I would be delighted to support them. But they ask, in the Bill now before the committee, power to build some 900 miles of railway. As I have pointed out several times in this House, the people of Manitoba have been thoroughly aroused in the railway question. I believe that the late provincial government was defeated largely because of its position on the railway question and that the new government has come in under a policy by which, if the railways cannot be run under proper conditions otherwise, the government shall build them and own the roadway. If that represents what the people of Manitoba think, surely, this parliament does not wish to put upon that province conditions abhorrent to the people. There would certainly be an outcry if that were done. The members from the west are practically unanimous—though there may be one or two who dissent—that the will of the people should prevail and that these blanket charters should not be given. We rise in the Railway Committee, member after member from the North-west and appeal to this parliament to listen to our cry. Surely, if we are going to have representative government, the people who represent a given portion of the country should be listened to. But we are outvoted by members from the other provinces, who know nothing of the conditions and, I am sorry to say, many of whom do not seem to care a great deal about what happens to us in the North-west. If government is going to be conducted on popular principles, if we are to have representative government, surely parliament should listen to what members from the west say when they ask that Manitoba should have an opportunity to say what lines shall be constructed in their province. If the Canadian Pacific Railway desires these lines, let them come to the legislature of Manitoba and ask a charter to build them. Then, if the people of Manitoba, as represented by members of the legislature, grant that charter, we have nothing whatever to say. This charter, I wish to point out to the House, pertains only to the territory in the province of Manitoba. Why should not Manitoba be listened to in this mat-

ter? I do not desire to assume the role of a prophet, but it is my belief, though I may be wrong, that there will be an outcry of the people of Manitoba against this sort of thing. I think it interferes with provincial autonomy—

Mr. MACDONELL. Rot.

Mr. RICHARDSON. The hon. gentleman (Mr. Macdonell) says 'rot.' If we force upon the people of Manitoba these charters and they do not desire them, surely it is interfering with the people of Manitoba. I wish to say, while I am on my feet, that I have been glancing over the Bill, and I ask leave to read two or three little clauses that show how indefinite it is. For instance, it says:

From a point on the Deloraine extension of the Souris branch of the company's railway at or near Deloraine; thence south-westerly to a point in township 1 or 2, and thence westerly for a distance of 100 miles.

That may be a point anywhere within 12 miles. I do not think that this parliament should grant a charter like that. Why can they not lay down where they wish to build a road in order that we may understand what we are doing?

Mr. MONTAGUE. That was all threshed out in the committee. It was shown that the lines were laid out as definitely as possible.

Mr. RICHARDSON. Even if it was threshed out, there would be no harm in spending a little time in threshing it out again.

From a point at or near Napinka on the company's Souris branch; thence westerly to a junction with the north-west extension of the Souris branch.

It may run in a westerly direction, or it may deviate and make long detours. We do not know exactly what they want to do.

From a point on the Manitoba South-western Colonization Railway between Manitou and Pilot Mound, thence in a general southerly direction to a point at or near the international boundary;

From a point at or near Osborne, on the company's Pembina Mountain branch, thence westerly and south-westerly to some point on the line of the Manitoba South-western Colonization Railway, between Cartwright and Boissevain;

From a point at or near Otterburne on the company's Emerson branch, thence south-easterly to a point in township 1, 2 or 3; thence in a general easterly direction to the Lake of the Woods.

Now, before I sit down I wish to say that we had a discussion the other day when the hon. member for Marquette (Mr. Roche) asked that these Bills be held over in order to give the people of Manitoba, through their legislature, an opportunity of pronouncing whether they desired these Bills or not. The legislature meets within three days, and the hon. gentleman assured us that a resolution would be immediately submitted to the local house, and I believe, as I said