

Railway to construct that railway as against every other line. Sir, if the "Globe" were not interested in this matter, why should it not, at all events, pursue a policy that would give to the people of British Columbia an independent means of exit? On the contrary, they not only pooh-pooh the idea of a line independent of the Canadian Pacific Railway, but they are not even in favour of the good Liberal principle of the Government owning that line, notwithstanding it can be shown that the line would be a paying concern and would cost the taxpayers of the country not one cent. There is another fact which shows that the "Globe" and the Canadian Pacific Railway are a unit in this matter, which shows that there is a mutuality of interest, and gives us reason to conclude that its attitude is dictated by the Canadian Pacific Railway. It is a peculiar coincidence that at the very time the Canadian Pacific Railway became interested in this line in the North-west, the "Globe" took it up. We did not hear a word about it before in that organ, but the very moment the Canadian Pacific Railway became the purchasers of the British Columbia Southern charter, with all the grants included in it, the "Globe" took the project up and boomed it for all it was worth. There are other facts in this connection that are very suggestive. Two of the prominent directors of the "Globe" undertook to sell the British Columbia Southern Railway charter to the Canadian Pacific Railway, and the Canadian Pacific Railway thus became interested in that charter and in the maintenance of all the grants given to the British Columbia Southern Company by the province of British Columbia. We know further that prominent members of the Canadian Pacific Railway are shareholders in the "Globe." Put all these facts together, and you have a mutuality of interest between the "Globe," the Canadian Pacific Railway and the British Columbia Southern Railway, which necessarily forces on us the conclusion that the course of the "Globe" in upholding the purchase of the Canadian Pacific Railway, in advocating subsidies to the Canadian Pacific Railway for bogus and empty concessions in return, is not disinterested, but, on the contrary, characterized by deception and fraud.

Notwithstanding all this, the editor of the "Globe," in last night's issue, comes out and says that he is above all these things which are going on in the directorate of his company. He would have us believe that he is immaculate in his sanctum and utterly uninfluenced by what is going on among his directors, that he knows nothing about it, and is not actuated or influenced by it in the least. Sir, I cannot accept that. There is not a man in this House who will believe that when the president and one of the most prominent shareholders in the "Globe" company are

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interested in a scheme, their organ will be absolutely disinterested and unprejudiced. There is not an hon. member who will believe that if the Canadian Pacific Railway has shareholders on the "Globe" directorate, who are interested in this matter, as I have shown they are, the "Globe" will pursue that disinterested course which, under ordinary circumstances, it might be expected to pursue. That is too much to expect. No business is transacted in that way. There is not a newspaper office in the country that would be worked that way. We all know that the man who pays the piper can select the tune. We also know that by the tune which is played we can very often tell who is paying the piper, and when the editor of the "Globe" comes out with his Brobdingnagian blast, the great majority of the people will be more inclined to believe that it is but an echo of the wishes of the great mercenary owners of that paper.

Now, I wish to point out that if the statements which I made the other day in this House lacked point, if they were not incisive, if they did not hit the nail on the head, why in the world did not a straight argument come from the "Globe" repudiating them. Surely if what I said were absolutely incorrect, if there was not a scintilla of truth in it, there would be some reply to it besides the cry: "You are a liar and a slanderer." The people of the country will not be satisfied with that. They have a right to insist that the "Globe" should come down with some definite statement to disabuse the mind of the public regarding the connection of that paper with this scheme, or else they will accept the statements which have been current and which I reiterated in the House last Monday. I would say to the editor of the "Globe" to come down off the perch a little. I would ask him to rid himself of this assumed spirit of indignation. I would ask him to get rid of that appearance of injured innocence which he assumes and come down to facts. Let him deal in facts, because that is what the people want in this matter. There is no use in dealing in recrimination and offensive language, for that serves no purpose at all. Let him explain if it is a fact that the directors of the "Globe" are interested in the British Columbia Southern Railway and coal lands out there. Let him state if, through the instrumentality of the directors of the "Globe," the Canadian Pacific Railway were induced to purchase that charter when previously they could not be induced to do so. Let the "Globe" explain why it was that, just as soon as the Canadian Pacific Railway and just as soon as the directors of the "Globe" became interested in this matter, the "Globe" came out editorially in support of the scheme? Let them explain, furthermore, why, in connection with this matter, they have abandoned principles which are undoubtedly