

Mr. WALLACE. It is a matter of the utmost importance that this road should be under the complete control of parliament. We have to consider whether the control of an important link like this should be placed in the hands of the American people. We are told that American capitalists are going into it. I do not know whether they are or not, but if they are, then they will control a link in a great communication that takes the grain that comes down the lakes, transports it across this portage, lands it at Lake Ontario and sends it down to the seaboard. It is part of an important line of communication, and I think that line should be under the control, at any rate, of the Canadian people. I contend, Mr. Speaker, it would be better to have it under the control of the Canadian government, because it is essentially a national line. The Minister of Railways and Canals says we have built the canals at an enormous expense, and therefore, we should not start to-day to build a rival line to the canals before we see by experience how this fourteen-foot channel is going to work. There may be something in that, but at any rate, if we are to have that communication built, and I am strongly of the opinion that it should be built, it should be built and controlled by the Canadian government. The next best thing would be to keep it under the control say of the city of Toronto, or portions of municipalities whose interests are public interests, say, the counties through which it passes and the city of Toronto, or something like that. Their whole object would be the patriotic one of promoting traffic on this line of railway to connect with the waterways on each side. That is an important matter which should not be lost sight of. But, the hon. member for Kent (Mr. Campbell) proposes that there shall be no such power, and that this line of railway shall be used as a weapon if necessary. The city of Toronto, which is most largely interested, has been promoting this enterprise for a long while, but they have been proceeding cautiously, because the time has not arrived for the construction of the work. Now that the canals have been deepened to 14 feet this road becomes an urgent necessity. The city of Toronto through its municipal corporation and board of trade, are now prepared to go on with the work, but another company steps in ahead of them and says: Why did you not go on before? The answer to that is, that they were proceeding cautiously and in a business way, and were not discounting too largely the wants of the future. This company now comes in and says: We are ahead of you a week or two, and we will keep ahead.

Mr. WOOD. Hear, hear.

Mr. WALLACE. I can quite understand why the hon. member for Hamilton (Mr.

Wood) says 'hear, hear,' because he is one of the crowd who got in. It is another evidence of how much this company has the interests of the city of Toronto at heart, when they get the member for Hamilton to help them. We know there is a rivalry between these two cities, and that the one is not assisting the other to build up its business to any great extent. If it were desirable to have members of parliament at all, and I do not think it is, it would seem to me that they might secure the support of a member from Toronto rather than the support of a member from Hamilton. I say, that the control of the road should be given to the government itself, or to the corporation of Toronto and the municipalities through which it runs.

Mr. LANDERKIN. There are rivals in Toronto too, are there not?

Mr. WALLACE. If the hon. member for South Grey (Mr. Landerkin) has anything to say relative to this question, he will have an opportunity of doing so. If he has something to say that has no reference to it at all, he can do as he pleases about that.

Mr. LANDERKIN. I am just waiting until you get done.

Mr. WALLACE. We on this side are not afraid of anything the member for Grey may say. Now, Mr. Speaker, this line of railway should not be controlled by a private company, but by those who are directly interested in maintaining it as a part of our canal system. The city of Toronto has that interest in the undertaking. At all events, I contend that the line should not be placed in the hands of foreigners whose interests may be directly antagonistic to Canadian interests. The member for Kent (Mr. Campbell) gave his pledge that he himself would propose that the government would have power to acquire this railway at any time, but now when he thinks he has a sufficient number of members of parliament at his back he goes back on that pledge made voluntarily to the committee. I call your attention, Mr. Speaker, to the fact that there are four members on the opposite side of the House on their feet while I am speaking. Three of them have their names on this charter, and I will now resume my seat to hear what these gentlemen have to say.

Mr. PETER MACDONALD (East Huron). I attended the five sittings of the committee at which this Bill was discussed, and I wish to express the opinion I arrived at after hearing the pros and cons on both sides. We are all agreed that this is a most important national work. We found two parties who wished to obtain charters for the same road, and one of the parties