

posite and by newspapers of the west that support these hon. gentlemen, as to the position the leader of the opposition occupied last year and occupies this year with respect to the connections to be made by this new road at Winnipeg and other western centres. The leader of the opposition supported his amendment last year for these and other reasons :

To assist in improving the grades of one or both lines from Winnipeg to Fort William, upon the condition that the complete control of rates is obtained and that the Grand Trunk Railway, as well as the Intercolonial Railway shall have running powers from Fort William to Winnipeg. . . . It will give the people control over rates by the mere fact that the Intercolonial Railway has power to enter Winnipeg. It will place the people in a position to own and operate their own line through the west to the coast, in case of oppressive rates, or in case control of rates by the railway commissioners should not fulfil our expectations, or in case the development of the country, within a few years, may point to that as a desirable policy. . . . I regard it as of the utmost possible value to extend the Intercolonial Railway to the Georgian Bay and thus to secure a considerable portion of the products of the west for transportation upon the people's railway to our own ports of Quebec, Montreal, and the ports in the maritime provinces.

These paragraphs which I have quoted from the speech of the leader of the opposition prove to a demonstration, I submit, that nothing was further from the hon. gentleman's desire or wish than that the great city of Winnipeg should be ignored or side-tracked in the plan extending the Intercolonial westward to the Pacific ocean. And the newspapers of hon. gentlemen opposite must be hard up for arguments to hurl against the leader of the opposition when they charge him with such an offence.

There are a few words more I wish to say with regard to these attacks on the leader of the opposition before I sit down. When Hon. Mr. Blair resigned the portfolio of Minister of Railways and Canals, the Prime Minister selected the hon. gentleman whom he considered best qualified to succeed the Hon. Mr. Blair and to discharge the important, responsible and honourable duties in the cabinet which Hon. Mr. Blair had discharged. The hon. member for Westmoreland (Mr. Emmerson) was selected to occupy the seat which Hon. Mr. Blair had vacated. That hon. gentlemen is a political godson, I understand, of Hon. Mr. Blair. He was certainly a great admirer of Mr. Blair and approved that gentleman's policy and advocated the same policy with regard to the extension of the Intercolonial that Mr. Blair had advocated. And I propose to refresh the memory of the House by quoting a few paragraphs from the speech of the hon. member for Westmoreland two years ago in this House. Speaking on April 25th, 1902, the hon. member for Westmoreland (Mr. Emmerson) said :

The Intercolonial Railway has been one of the most splendid assets that the government of Canada has ever possessed. . . . When the fathers of confederation framed the British North America Act they recognized the fact that it was essential for the consolidation of these provinces that there should be an iron band connecting the provinces which then constituted the Dominion of Canada. . . . The idea must have been dominant in their minds that in the future, as our Dominion came into its vast western territory, it was quite as essential that that road should travel beyond the lines of the St. Lawrence and go west and unite whatever might then be the provinces of Canada. . . . I venture to say that the Intercolonial Railway will yet prove to be one of the richest dividend bearing concerns in this great Dominion. . . . That it will one day justify the efforts of the Minister of Railways and Canals (Mr. Blair) to make this railway worthy of this great Dominion. He found it a tramway and he has left it a railway. He has equipped it in a manner which I need not describe. This is but one evidence of the value of the efforts which the Minister of Railways and Canals (Mr. Blair) has been putting forth to make a railway out of what seemed to be the intention or the result of an intention to side-track at least a portion of the Intercolonial Railway. . . . If the terms of confederation are to be carried out in their entirety—

I would draw your attention, Mr. Speaker, especially to this paragraph :

—that the Intercolonial Railway shall be extended, it shall crawl further west year after year until possibly it shall extend to the prairies of the west, and our seaports shall be the ports whence sail the rich products of the great western country.

The words of the hon. gentleman were prophetic. He divined what was in the minds of the fathers of confederation. He saw that the fathers of confederation felt and believed that the mission of the Intercolonial would not be fully discharged, that it would not have rendered the services to Canada that it was designed to render until it united not only the older provinces, but the newer provinces, and bound the Dominion into one harmonious whole. The hon. member for Westmoreland, advocated that policy. Surely, Mr. Speaker, in all conscience, there must be some time limit for the changing of their opinions by hon. gentlemen opposite. Surely they are called upon to give the country some reason for the changed positions that they assume. Dante saw over the gate of the infernal regions the inscription,

All hope abandon, ye who enter here !

Can it be that there is a legend over the council chamber of hon. gentlemen opposite—

All principle abandon, ye who enter here !

Must a man ignore all his pledges and promises and agree to change his mind on every thing he has advocated before he can become a member of this government ? I submit it is a spectacle that we ought not to witness in this House. I draw attention to the fact