

system. I am afraid, however, we have not yet reached that stage of happiness and perfect harmony in railway matters in this country which would render such a system practicable.

Mr. BLAKE. I have been a little misunderstood by the hon. gentleman. He raised two objections: the one political, the other practicable. I should be sorry to suppose there was any reason why the Governments of Ontario and the Dominion should not co-operate for any purpose which served the public interest. The hon. gentleman says they cannot. I suppose he must speak with authority so far as his friends are concerned, but I do not see why he should suppose it to be so in the case of the Ontario Government.

Mr. CAMERON. Take their stand on the boundary question.

Mr. BLAKE. They took the stand they believed to be in the interest of the Province, and the Dominion Government took the stand they thought to be in the interest of the Dominion. Both on this question happened to be in conflict, but is that any reason why, they should not act together on this or any other question in which the public interest would be promoted by their joint action? It may be the hon. gentleman's view of public duty and interest that they should not, but it is not mine. Then as to the practical objection. I have a little experience—although the hon. gentleman seems to think I have not—with reference to these matters, and I know there is nothing railway companies are more anxious to have than monopoly of a control over railway lines. Every railway manager will tell you it is utterly impossible that other people can be allowed in, or some dreadful damage will happen. I do not propose that all railway companies should be allowed to run wild over this neutral link. The hon. gentleman says each railway company should be secured perfect freedom of action over this link, and this clause provides this: but that one must have control. What I suggested was, that this road should be constructed by the Provincial and the Dominion Governments, whose money is to build it, and that it should go under the control of a Commissioner; and, if it be possible, to adopt a clause by which one company has control, the other shall have full and free access and running powers. I suppose it is probable for the wit of man to adapt a clause by which a Commissioner shall see that each has its fair share of running powers, and does not interfere with the other, to its prejudice. I suppose it will be possible for an impartial authority to do that which is secured to either by the partial authority of the other. If a clause can be adapted to secure, if the Northern gets control, all running powers to the Midland—and I do not think they are secured; or if a clause is adapted to secure, should the Midland get control, running powers to the Northern—and I do not think they are—surely a clause can be devised which will secure to each its fair share of control under the independent management of a Commissioner not subservient to either, but re-securing the country, whose money is building the line.

Mr. O'BRIEN. A merely local interest may perhaps be hardly worth considering, but I would like to call the attention of the Government and this House to the position in which the people I represent have been placed with regard to this railway and the way in which they have been treated. There are 20,000 of them whose existence almost depends on the construction of this line. Year after year promises are made to them, hopes held out, plans formulated, but nothing comes of it all. What between the conflicting interests of the Grand Trunk Railway and the Pacific, and the disagreement between the Ontario and Dominion Governments—what with the strife of party and the interests of railways, our unfortunate local interests are altogether lost sight of. I do not say that they are of very much consequence, but they are worthy of some consideration by this

House. There is hardly an hon. member of this House from the Province of Ontario, from as far east as Ottawa and as far west as Chatham, who has not friends living on the free grant lands who have not gone up their mainly on the understanding that the railway would be built, and that they would be given that means of subsistence which at present they have not. They are cultivating lands and raising crops, and have no means of getting to a market. It is very disheartening year after year, Session after Session, to find this thing going on. It is of little consequence to us, particularly, who build the road—whether the Ontario or the Dominion Government—but I must say the people of my county have, on the whole, reason to think they are hardly dealt with. First, we have the Ontario subsidy promised of \$3,000 a mile, but for some reason or other the arrangement by which it might be paid under the Ontario and Pacific Junction has been broken through personal quarrels among the managers concerned. Again, we have had various other schemes, and this Session is likely to be as barren of results as any other. The people of west Ontario, especially Toronto, are much interested in this road. At this moment the trade properly belonging to them is now being carried over the newly constructed branch of the Canadian Pacific Railway to Montreal. If the people of Toronto and Hamilton are not fully alive to their own interests in this matter, their commercial interests must suffer. I trust this Session will not pass without something being done toward building this road. I hope that every member of this House from Ontario will consider the position of his former friends and constituents who have gone into the free grant district with the expectation that something of this kind would have been done long ago. I would also take the opportunity of saying that that country is now in an unfortunate position, because, owing to the fact that the North-West holds out so many greater inducements, immigration has almost ceased going that direction. A great many from the older Provinces are going to Manitoba, and the country is really suffering, and the only remedy is the construction of this line. I hope that in this great conflict of railways and connections some consideration will be given to those people who are so dependent on the construction of this link.

Mr. DUNDAS. I think that the views of the hon. member for West Durham are worthy of the consideration of the Government. I think they are not so far different from the views of the hon. member for Simcoe (Mr. McCarthy), as they appear to be at first sight, and if they were simmered down closely the difference would be found to be more apparent than real. As I understand this question, it has been the desire of both the Ontario and Dominion Governments to form an independent link between the Canadian Pacific Railway and the systems of railway which centre in Toronto. At the same time the rivalry or strife that exists between the roads who are competing for the control of that connection is so great as to embarrass the Government very much in dealing with this matter. I, therefore, cannot but think, that the suggestion of the hon. member for West Durham is one that will meet the views of all parties and is worthy of the consideration of the Government, and could be carried out if gone about earnestly. There is no question about its being very desirable to have that link built at as early a date as possible. The whole of Ontario is interested in it; and the hon. member for Muskoka (Mr. O'Brien) says: "and so also are the different systems of railway which centre there." The people who are living in that district, referred to by the last speaker, are more deeply interested, perhaps, than any others, and the whole stretch of territory which this line of railway would develop, will be found to be valuable both for settlement and for lumbering operations. I, therefore, hope the Government will take the matter seriously into consideration, and see if some scheme cannot be devised