

ginning in England to see the danger of the introduction of American capital—not under the ordinary form which capital uses to introduce itself into a country, but under the form of annexation by piecemeal—it is about time that we in Canada should give our attention to the matter.

It may surprise some members of this House to see that I am so much in earnest about the future of Canada in connection with the railway question. Some may think that there is a good deal of merely apparent sentiment, or of a wish on my part to play on the loyal feeling of this House. Well, it is not my habit to conceal my sentiments. I am as strongly opposed to American annexation as I am to British Imperialism. I am as strongly opposed to seeing the interests of this country merged in the interests of the American Republic, as I am opposed to seeing our interests merged in the Pan-Britannic scheme. Canada is big enough for me; Canada is good enough for me, and I want Canada for the Canadian people. Whatever may be our opinion otherwise, that is the policy that must predominate in this country if we do our duty to the Canadian people.

I do not want to make any special suggestion in this matter. I am no authority. I stand here as a witness on this subject. I read what is published, I listen to what is said, I regard what is going on; that is all. I see that in place of the British pound coming to stimulate the industries of this country as was formerly the case, now we have the American dollar. Well, I have no objection to either the American dollar or the British pound provided one or the other becomes Canadian. I am not moving this amendment as a criticism of the policy of the present government or of the past government. It is a suggestion I am making. I am asking the government to accept my amendment in the spirit in which I move it, and the spirit in which I move it is this: That the time has come when the whole people of Canada should give their attention to this problem. What is the solution? I do not know. Surely it is worth while studying the problem. Surely it is worth while finding if there be a solution. All the European countries have given their attention to this same problem. In France they have changed their railway policy three or four times. In Germany the railway policy was one of Bismarck's most ambitious schemes, but of course with his imperial mind he wanted to concentrate the whole of the German railways in the hands of the government. I am not saying that we should adopt the example of Germany or the example of France. I merely say that situated as we are, the railway policy obtrudes itself upon us more than in the case of any other country in the world, because here on this northern continent there are only two nations; one a small nation of five millions settling an immense territory to which railway interests are vital, and the

other a population of seventy-five millions the most aggressive in trade matters of all the nations in the world, trying to outdo foreign capital and energy in every line of industries. It is time for us to be on our guard. If the government finds proper to accept my amendment, my only suggestion would be that there should be appointed a committee of this parliament that would study that question before the session is over, and if necessary that a commission of railway experts be also appointed to study the railway policies of foreign countries, to find out to what extent they would apply to our country, and to see how much of them would be applicable to us under our peculiar circumstances. In fact, I am simply asking that the government should give their attention to this matter and that the opposition should join with them. I believe that that committee should be composed of a very few men, and they being experts in the matter would study the problem and submit their project to the government. If it is not adopted then nothing is lost, but if a satisfactory solution is arrived at great advantage must accrue to the Canadian people. It is in that spirit that I move seconded by Mr. Puttee:

That the time has come when a railway policy should be framed by which the people of this country could expect some return from the enormous sacrifices they have made in order to further the development of their avenues of trade, and especially in preventing our railway systems from falling under the control of foreign railway corporations.

It will be noticed that I have not referred in the amendment to the introduction of foreign capital, but I have simply referred to the control of foreign railway corporations, which means capital that has been already organized in foreign countries for the building and exploiting of railways to be made channels for the diversion of our commerce to a foreign country. If this amendment be accepted it might probably come in the Speech from the Throne after the paragraph which relates to the extension of the powers of the Canadian Pacific Railway.

The MINISTER OF PUBLIC WORKS (Hon. J. I. Tarte). Mr. Speaker, the House, I am sure, has listened with a great deal of interest to the speech which has just been delivered by the hon. gentleman from Labelle (Mr. Bourassa). I must pay him this compliment, that he has been moderate. He has undoubtedly raised a very important question indeed, but at the same time a very difficult question to solve; he has raised, in fact, the whole transportation question. My hon. friend has specially alluded to the intended purchase of the Canada Atlantic Railway by Mr. Webb and his associates. Before he had done so, my friend from East York (Mr. Maclean) had called the attention of the House to the same deal. We all know the location of that railway. It has