

ernment. I would certainly oppose any measure to prevent the Canadian Pacific Railway from going into that country, just as I would equally oppose any attempt to prevent the Grand Trunk Railway from getting a foothold there. But if there were three or four railways in that country instead of one, the miners and others who have invested their capital in it would derive the benefit. I recognize all that the Canadian Pacific Railway has done for Canada. I am not supporting this measure because I believe it is hostile to the Canadian Pacific Railway, for I do not believe it is, but I am supporting it because I believe it is altogether in the interests of Canada.

Mr. SPROULE. I wish to say that for certain reasons I am opposed to this Bill. I have always been in favour of railway competition, in so far as such competition is in the interests of Canadian trade and commerce; but when that competition will confer no benefit, but the reverse, on the people of Canada, then I am opposed to it. I have always been strongly in favour of keeping our own possessions for Canadians. Every acre of land, every bushel of grain, every ton of minerals, every portion of raw material we have, should, in my judgment, be used and handled and manufactured by Canadians, so as to be of the best advantage for the Canadian people. If this charter should be granted, I cannot shut my eyes to the fact that the road, when built, will be operated so as to take the raw material out of Canada to the United States, and thus prevent Canadians from enjoying the full advantages they otherwise would reap from the manufacture of their own raw material. If this railway should be built, it will assuredly assist in transferring Canada's raw material to the United States, and therefore I am opposed to this Bill. If any one is disposed to take the contrary view let him look at what has been done since Mr. Corbin first got his foothold in that section of British Columbia. We have been told by the hon. gentleman who has just taken his seat (Sir Adolphe Caron) that what Mr. Corbin has done in opening up and developing that portion of country justifies us in giving him greater rights and powers. But I say, if experience teaches us any lesson, it is this, that although Mr. Corbin's railway is short and the time comparatively limited since it struck Canadian territory, the amount of raw material which it has taken out of Canada in that time to be manufactured in the towns south of the line, and the market which it has thus furnished the American farmers, manufacturers and lumbermen to the disadvantage of our people, should teach us the lesson that the sooner we provide for doing that work at home, the sooner we provide for the keeping of that market for the Canadian people, the bet-

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ter it will be for us. Markets are the urgent need for the Canadian farmers, manufacturers and lumbermen. From the great cattle ranches of Alberta, at the base of the Rockies and from the North-west Territories and Manitoba, we are sending on our food supplies eastward down through the other provinces to the ocean and across the ocean to England to find a market, but when we have a market right at home, should it not be our object, as far as possible, to save it for the Canadian people? By preventing this home market from being monopolized by our American competitors, our farmers out in the Territories would have a market right at home, to which transportation would be cheap and the profits greater, and the money from that section of British Columbia, instead of going across the line, would be used to develop our own country. For these reasons, it is the duty of this Parliament to refuse a charter to this company. Canada has a plentiful supply of the needs of the miner, and the Canadian farmer and manufacturer are justly entitled to that market; and because they are justly entitled to it, there is no reason why we should build a railway across the boundary line so that the farmers from the United States territory lying south may capture it from our own. It is said that the people want transportation facilities and that therefore there is urgent need for this road. But last session we were plied with argument after argument to induce us to grant a very large subsidy to the Canadian Pacific Railway for the purpose of building the Crow's Nest Pass line. For what purpose? For the very purpose for which we are now told the miners require this road to-day—the purpose of giving the miner the transportation facilities he so much desires. But we are told by the Canadian Pacific Railway that they are pushing the road on as rapidly as possible and that before another year passes they will equip that country with their road, so that the people of that locality will have transportation facilities. The only question that can arise in connection with this charter is: would the people thereby get better transportation facilities than what they would get from the Canadian Pacific Railway? Or would their freight rates be lower? Some say they will, but I am justified, after what has taken place in the committee, in saying that the control which the Governor in Council retains over the Canadian Pacific Railway in the regulating of freight rates is a sufficient guarantee, at least so far as we can keep down freight rates, that these rates will be controlled in the interests of the miner. If we were to grant this charter, would the miner get any better freight rates? I do not think so, because the experience we have had all over the country is that where two railways run in competition, they will combine or come to an understanding regarding freight rates, and the people do not benefit from