

way. That statement is absolutely unfounded. There is a small section of that province in rebellion against the Canadian Pacific Railway, the section that is served by the Northern Pacific. In my section the people are anxious to have the Canadian Pacific Railway build this branch, of which the terminus will be in our district. What evidence have we before this House that the people of Manitoba are in rebellion against the Canadian Pacific Railway? None except the bare statement of two hon. members—one representing a constituency in the North-west, and another a constituency in the province of Ontario.

Mr. MACLEAN. What did the election turn on—Sifton, and not the railway?

Mr. MACDONELL. It did not turn on the railway question. We have in Canada a national policy of trade; and if that policy is to be successful in the future, we must also have a national policy in railways. The Canadian Pacific Railway was built in order to bind the provinces together, and also for the benefit of the common interests of trade in Canada. We find about the middle of this Dominion, the province of Manitoba. West and east of it are immense areas. Is the parliament of Canada to forego its control of railways in the interest of Manitoba in order that that province may erect a barrier against the trade of Canada and facilitate the transfer of that trade to American channels? Practically that is what would be accomplished, if the plea of the hon. gentleman for the transfer to Manitoba, of the rights of Canada, in the matter of regulating and controlling railways, were granted.

Mr. RICHARDSON. I wish to say just a word in reply to the hon. gentleman who has just spoken. I do not think he intended to convey that I made the statement that the people of Manitoba and the North-west are in open rebellion to the Canadian Pacific Railway. I am sure he would not intentionally misrepresent me. I did not say that, and I do not think that.

Mr. COWAN. You are not from the North-west.

Mr. MACDONELL. I referred to the hon. member for Lisgar (Mr. Richardson). The hon. gentleman has given the impression to parliament and the country that the people in the North-west are strongly prejudiced against the Canadian Pacific Railway. I cannot gather anything else from his remarks. He is a persistent opponent of that company in the country and has never lost an opportunity to do what he could to injure them, and has given the House to believe that in this attitude he represented the people of the North-west. He may represent the views of a section of the people, but I am satisfied that I am right in saying that it is a small section.

Mr. MACDONELL.

Mr. RICHARDSON. I am glad that the hon. gentleman (Mr. Macdonell) has had an opportunity to state frankly exactly what he thinks, and glad that it gives me an opportunity of making an explanation which I think is due to the House and to myself. If I have appeared to this House as a bitter opponent of the Canadian Pacific Railway, if I have appeared to wish to injure the Canadian Pacific Railway, I desire publicly to make a most humble apology to that company and to state absolutely that I occupy no such position and desire to occupy no such position. I am here to proclaim, in the face of the parliament of Canada, and in the face of the people of Canada, that I have the very greatest admiration for the Canadian Pacific Railway and for the efficient manner in which it is managed. I am here to say that I believe there are no set of men in the Dominion of Canada who, had they been placed in the same advantageous position as were the members of the original syndicate, would not have acted in practically the same manner as they did. I have no desire to assail the Canadian Pacific Railway in any particular. But I take the position, which my hon. friend (Mr. Macdonell), apparently, does not understand that the parliament of Canada constituted as it is should lose no opportunity to protect the interests of the people of Canada; and inasmuch as the Canadian Pacific Railway is one of the greatest institutions on this continent, inasmuch as they largely control the railway situation in this country, it becomes the duty, I think, of every man who assumes to represent the interest of the people of Canada not to be afraid of that company, but to be willing to stand up and fight even the Canadian Pacific Railway Company, if necessary. Now, it is quite true, as the hon. member (Mr. Macdonell) has said, that I have taken a prominent part in legislation in which this company is affected. And why have I done so? Because the Canadian Pacific Railway, as the hon. member for Macdonald (Mr. Rutherford), has pointed out, practically controls the situation in the province of Manitoba. It has, as hon. members know, its own vast system of roads there already; it controls the Manitoba North-western, the Great North-western Central, and it is asking, as I stated a little while ago, for permission, if it acquires the Brandon South-western charter, to construct over 2,000 miles of road in Manitoba. I wish to say to you, Mr. Speaker, and to the members of this House, that this is a very important matter to the people of Manitoba. If this parliament is going to give the Canadian Pacific Railway Company unlimited power to build roads in all directions, I think the people of Manitoba ought to have something to say about it. If we are going to give this company a blanket charter which will enable them to run anywhere in townships 1, 2 and 3, that is any point within a distance of 18