

hands of the Canadian Pacific Railway, and any day we may find the Canadian Pacific Railway in the hands of Morgan and his associates. And now we have the modest proposal made that we should hand over the Intercolonial Railway to the Canadian Pacific Railway.

It is essential to our independence as a nationality that we should continue to hold the railways we have and that we should extend the Intercolonial Railway system, and take some means to prevent the control of our railways passing into the hands of the great American corporations. I am not afraid to say that I am in favour of nationalizing the whole railway system of this country. There is no other way out of the transportation difficulty, and I am risking my whole political future, whatever it may be, on that policy.

Mr. COWAN. What do you mean by nationalization?

Mr. MACLEAN. That the state should own the railways as the state owns the railways in Russia, France, Austria, Hungary, and in our sister colonies of Australia and New Zealand.

Mr. COWAN. The same as we own the Intercolonial Railway?

Mr. MACLEAN. Exactly.

Mr. CLARKE. And run them as the Intercolonial is run?

Mr. MACLEAN. Not necessarily. That is a very glib argument, but there is no connection between the nationalization and the maladministration of railways. On that point I will have something further to say later on.

I submit that there is no way of maintaining our nationality other than by nationalizing our railways. There is no other solution of the transportation question. Lord Salisbury said the other day that there was no great diplomatic issue to-day which did not turn on the railway question. They were all transportation questions. All this trouble in South Africa is really nothing but a railway question. It arose out of Cecil Rhodes dream of a railway from the Cape to Cairo. The root of all the worry in South Africa to-day is that railway question.

Mr. BOURASSA. Hear, hear.

Mr. MACLEAN. And there is no solution of this question other than state ownership. The argument is often used that government ownership necessarily involves an immense system of corruption and maladministration. I say that does not follow, and if there should be corruption it would be nothing to the corruption which is rampant in this and every other country where the great railway corporations exercise their influence. Whenever the proposal is made that we should extend the Intercol-

onial system, we are told that the people of Canada are corrupt. I resent that charge. It is not the people, but the rich men connected with the large corporations who are corrupt, and who do the corrupting. It is the railway corporations who are corrupt, and it is their corruption which is to be feared.

Now, another thing—and it is in line with what I said before—is that we should begin this work of nationalization in this country by taking over the telegraphs, and telephones and the parcel and express systems of this country. And I am surprised that the government, after all that they have said about this matter, after all that their friends have said in their newspapers and in other ways, have not come down this year with a proposition for the nationalization of the telegraph system of Canada. There is provision made for it in the law and it can be done easily. And, with the system nationalized it can be worked cheaply and well in connection with the post office.

Mr. SPROULE. The Minister of Public Works (Hon. Mr. Tarte) is against it.

Mr. MACLEAN. No.

Mr. SPROULE. Yes.

Mr. MACLEAN. Well, I will leave him to speak for himself. We can easily make the experiment in connection with the telegraph and telephone systems as they have done in England in connection with the telegraphs.

Mr. CLARKE. That is right.

Mr. MACLEAN. And if it is right in connection with these things, it is right in connection with the railways and other great means of transportation. The great thing in connection with the nationalization of railways is that wherever it has been tried it has succeeded, and wherever they have nationalized a portion of the railways they are carrying out the nationalization of them all. And, if other countries have done it, we can do it. It is no compliment to our people for any one to say that we are not able to do what other countries have done. We have as high a class of people, and I hope we have as high a class of public men. If the nationalization of railways has been a success in other countries and if every country in which it has been tried has found it a protection as against the growth of these great corporations, and above all if it is a protection to the nationality and an assurance for the future of the country, we must adopt it in Canada. And, if the national ownership of railways is necessary from a Canadian point of view it is equally essential from an imperial point of view I believe that, not only that we shall have the nationalization of railways in this country, but that the mother country will have the