

before the Committee of the Whole, if it ever does come before the committee, I shall have something further to say in reference to certain amendments which, if adopted, may be reasonably expected to modify the effect of the passage of this Bill as now submitted to us. I desire to say again, as I said at the outset of my remarks, that I feel a great sense of responsibility. It is no easy task for a loyal supporter of the Government to rise in his place and criticize any action of that Government. But, on the other hand, honourable gentlemen, I want you to consider just this point: If you were in the highway and saw a car filled with your own friends taking a very sharp curve and you hoisted a danger signal to warn them against something that might lead them to destruction, do you not think that you would be doing your duty to your friends?

Honourable gentlemen, as we are discussing a railway measure, I want to draw your attention to the fact that probably the best known and commonest sign in connection with the railway business is a sign that will be found in every township at every point where a railway crosses the highway. That sign is well advertised. It is a very simple one and is designed to save the public from danger. It reads "Stop, look, and listen." Honourable gentlemen, I want to say with reference to this Bill that in my judgment it would be the part of wisdom to

stop until we have sufficient information to enable us to form an intelligent judgment before casting a vote on such an important question. I say we ought to look most carefully into all the multifarious ramifications of the large number of subsidiary companies, which may have all kinds of unknown liabilities; and we want to look very carefully into any international questions that may arise in connection with the operation of 1,600 miles of railway in a foreign country. And, in conclusion, let me say, honourable gentlemen, that we want above all to listen for the judgment and the voice of the people of this country, who have had no opportunity to express any decided views either for or against this most important proposal, because it has been before Parliament and before the country for a period of only three weeks. I should be very glad to vote for the purchase of this railway if I felt assured that the country would not suffer thereby. I am not opposing the principle of public ownership but I submit that it is unwise and injudicious for Parliament, and more particularly for this honourable House to come to any hasty conclusion on inconclusive evidence; and therefore I think it would be the part of wisdom for us, before committing the country to an expenditure of half a billion dollars, which, when once done, cannot be undone, to Stop, to Look, and to Listen.