

Justice also regarded this Bill as probably a serious invasion of certain rights that we should protect. Therefore, I think I am not out of place in urging upon the government a little caution, a little delay perhaps, even the possibility of retarding the passage of this Bill for an hour or two, in the hope that we may arrive at a knowledge of the true condition of affairs and the way the Bill will affect the province of British Columbia. We have been told many times in this House about the supreme importance of sending different kinds of Bills to the Railway Committee for the purpose of having the facts fully ventilated and laid before the committee in a way that the House of Commons cannot easily accomplish.

This is a case that has peculiarly demanded that class of investigation. This is a case in which we have particularly needed that we should be put in possession definitely and distinctly by scientific men of certain information that will enable us to judge intelligently of whether or not the difficulties suggested by the promoters of the Bill exist. We have, as we have been told here to-night, had suggestions in the Railway Committee that there were engineering difficulties, but we have had no evidence in the Railway Committee from the promoters of the Bill of the actual existence of these engineering difficulties. It is not at all as if the matter had been overlooked. The engineer was there. There was expert testimony given. It was not expert testimony on behalf of the promoters of the Bill, but engineering testimony on the other hand that there were no insuperable or serious engineering difficulties in the way of the construction of a line in all Canadian Territory. It therefore became especially incumbent upon the promoters of the Bill, and it is, I submit, especially incumbent upon the government now to satisfy the House that these suggested engineering difficulties actually exist. The right hon. the First Minister admits that it is important, if possible, that we should have that line an all-Canadian line. That the Prime Minister is at times imbued with the desire of having an all-Canadian line was illustrated very well not very many sessions ago and I therefore felt when the committee was asked to send this matter to the House that we would have at once a declaration of policy by the government and that we would at least have the government announce that they would take upon themselves the duty in the interest of the whole country of ascertaining whether these engineering difficulties exist as a matter of fact. We know that the Canadian Pacific Railway have a charter to build, not by patches upon Canadian territory, but an all-Canadian line and that they undertake to build through and over these difficulties which are described by the Hill interests as being insurmountable.

Mr. LENNOX.

Mr. GALLIHER. They undertake to build but they do not build.

Mr. LENNOX. They undertake to build and they will build.

Mr. GALLIHER. If it suits them.

Mr. LENNOX. It has become the fashion in this House—I am glad that it is not the fashion outside the House to any great extent—to discredit the enterprise of the Canadian Pacific Railway. I am glad to find that the right hon. the Prime Minister has to-night suggested that it is not altogether deserved, but I would be better pleased, if, when we find that the Canadian Pacific Railway, having a charter, propose to build through that territory, do not ask to build into American territory, and are willing to conserve our own traffic and our own interests in British Columbia, the government would recognize it to be their duty to see to it that these two railways shall be placed upon the same basis and upon equal terms. The Canadian Pacific Railway, as the right hon. the Prime Minister has admitted to-night, had done much to develop the country, it has shown great energy and enterprise and is doing every day of the year a large amount of work in promoting Canadian interests. That being the case, is it fair to say to the Canadian Pacific Railway: You shall be compelled to build up through the mountains on all-Canadian territory, and to the American line, with seven lines leading up to the International boundary waiting for the traffic of Canada to be diverted into American channels, with seven lines waiting in the Hill interest to grasp that traffic—I am speaking not in the interest of the Americans, but in the interest of the Canadian people.

Mr. A. JOHNSTON. You have earned your money now; that will do.

Mr. LENNOX. I will ask the hon. gentleman (Mr. A. Johnston) to take that statement back. He says that I have earned my money.

Some hon. MEMBERS. Withdraw.

Mr. SPEAKER. I think the hon. gentleman (Mr. A. Johnston) must withdraw that remark.

Mr. A. JOHNSTON. If the hon. gentleman (Mr. Lennox) has taken the observation in any offensive way whatever, I assure him that it was not so intended. I simply wished to convey the idea that I thought we were perfectly satisfied. Let me assure him that I did not intend the observation in any offensive way whatever.

Mr. FOSTER. Withdraw.

Some hon. MEMBERS. Withdraw.

Mr. A. JOHNSTON. If the hon. gentleman wishes it, I withdraw very fully.