

they not been ready to buttress the Bell Telephone Company in its monopoly, and have they not backed up the ex-Minister of Railways when he said it was not the duty of parliament to introduce anything into the Railway Act in the interests of the people? Now a change is coming over this country, the people are coming to see what the record of the Liberal party has been, they begin to realize that it has been altogether in the direction of aiding and abetting these corporations and ignoring the rights of the people, and no one knows that better than the people of the Northwest. I am sorry to see that their members here have never made a move to have that exemption clause rendered inoperative, to have it commuted; they have never made a move to have the railway rates of the Canadian Pacific Railway in the Northwest regulated by the Railway Commission. But they sit here and justify acts of that kind, and then taunt me with making a statement which is well within the truth, and by that statement I propose to stand. I said that I believed in a legislative union rather than in a federal union, and I still hold to that opinion. But if we are to have a federal union, as we have, I must take the facts as they are, and if the provinces must be erected, I am in favour of erecting them, but erecting them with the right kind of a constitution. It does convict him and his friends of not being earnest and true to the interests they represent in the west.

Mr. SCOTT. Most of the remarks made by the hon. gentleman are entirely foreign to the subject. On this occasion he has been just a little more reckless than usual. His statement, if taken as he made it, would mean that the province of Ontario is under a debt of at least \$7,000,000. I venture to say that he cannot substantiate that statement. Let him go to the public accounts of that province and he, will find that it is not under any public debt, which cannot be said of any other province. The province of Ontario is the only one free from debt, and it is the only one which has been since confederation practically, continuously under Liberal government. The hon. gentleman is not much more accurate with regard to the freight rates of the Canadian Pacific Railway and the 10 per cent clause. It was a Conservative government which gave the Canadian Pacific Railway exemption from taxation on their lands and roadbed, together with exemption from public control over rates, and if we have had governments in this country which have turned handsprings in favour of the corporations, they have been Conservative governments. With regard to the 10 per cent clause of the Canadian Pacific Railway contract providing for the company protection against any interference by any power in this country in the matter of freight and passenger rates,

what are the facts? As a result of legislation put through by this Liberal government within the last couple of years and of other actions taken by it, we have had a Railway Commission appointed, and within the past six months our commission asserted and enforced control in specific instances over Canadian Pacific Railway rates. That 10 per cent protection is now a thing of the past. For that we may thank the Liberal government, which does not spend its time turning handsprings on behalf of the corporations as its predecessor did, but devotes what ability it has in that line towards the public welfare.

Mr. W. F. MACLEAN. The people of Manitoba travel for three cents a mile over the railways in that province, and they got that rate thanks to its Conservative government. Whereas, in the province of Ontario, the Grand Trunk Railway, in spite of its original charter, and because the Minister of Justice refuses to enforce the law and oblige that company to give a penny a mile rate for third-class passengers, is charging the people of Ontario $3\frac{1}{4}$ cents a mile for travelling this side of Toronto, while it is carrying people west of Toronto at 3 cents a mile; and the Railway Commission has not yet seen fit to remove that discrimination. I challenged the Minister of Justice from time to time, when he was making that deal with the Grand Trunk Pacific, to say whether the Grand Trunk Railway was not bound to give the people between Toronto and Montreal a 2-cent per mile rate. He did not answer, but the Minister of Finance said he did not know whether it was the law or not, and never bestirred himself a moment to see that the law was enforced. I do not know that the hon. gentleman himself ever supported anybody in this House when an effort was made to make the railway law efficient and administered as it should be. I want to see the Railway Commission made more efficient. If the Liberal government established that commission, for which I give them credit, they have not taken any steps to make it more efficient. The law could be made much more effective in the interests of the people with regard to railways, if we had support from hon. gentlemen opposite. But these gentlemen prefer continuing to turn handsprings, and one of the best performers in that line is my hon. friend from Assiniboia.

Mr. FITZPATRICK. The 4th meridian coincides with meridian 110 west Greenwich. The northern boundary of Saskatchewan and Alberta extends from meridian 102 to meridian 120 west Greenwich, 18 degrees longitude. The division of the northern boundary into two equal parts—that is the northern boundary of both provinces—would place the dividing line one degree west of that defined in the Bill. It would make it one degree west of the line we have now. The 4th meridian is the line from