

Ontario. There are a hundred ways of putting an end to monopolies if we have men enough in office willing to do it, but neither the government nor the Liberal party are prepared to do anything. Neither will take the requisite steps to secure to the people travelling between Montreal and Toronto the two-cent rate to which they are entitled. These monopolies are the curse of parliament and the country. From time to time we have the doctrine laid down that parliament ought not to interfere. But I contend that it is the duty of parliament to regulate every one of these corporations, and give a warning to any corporation which is not treating the public fairly, that it must mend its ways or we will wipe it out of existence. Instead, however, of giving these corporations a warning, we give them additional concessions every time they ask for them, and the public are told to go into the courts and recover their rights if they can, but that they need expect no assistance from the Minister of Justice or the Minister of Railways.

There is another point to which attention has been called of late, and which is well worthy of attention, and that is that in the United States, whose institutions we sometimes think but little of, they have what is known as the grand jury, which is possessed of powers of inquiry at important stages. In this country it was left to a private citizen to investigate the shameful ballot-box frauds that were attempted in the recent election. We were told that the Minister of Justice was active in the matter but still it was left to a private citizen to expose the crime that had been attempted. Had we had a grand jury system as in the United States, the Crown Attorney could have issued a warrant and an investigation could have been held. And the same with other scandals in the recent election. But, as things are, there is no promise of an investigation there is no likelihood of the air being cleared through the action of any one identified with the government.

Returning for a moment to the position of railway corporations and their influence, we find that the greatest evil prevailing in the United States to-day in connection with railroading is the granting of discriminating rates in favour of certain corporations. There are great trusts in the United States, and these have been built up by railroad discriminations. The people of the United States are trying in some way to stop these discriminations. The plan that they have adopted is that of establishing a court such as our Railway Commission. But this plan has not succeeded. The president has been forced to take up the question, but the public there see more and more clearly that the only substantial cure is in government ownership of the railways. And that, I believe, is equally true of this country. It is true that hon. gentlemen opposite say they do not believe in government ownership. But

government ownership is the new principle of this century of which the right hon. Prime Minister professes to be the exponent. He has not read aright the sentiment of the country if he thinks that government ownership is not the only cure of the grievances arising from the operation of railways in this country and in the United States. But, instead of proposing government ownership, the right hon. gentleman leaves us in doubt. As the hon. member for North Toronto (Mr. Foster) has pointed out, we are entitled to an explanation in regard to our state-owned railway, the Intercolonial. Is the rumour true that that railway is to be given over to the Grand Trunk? We know that it is true that when the opportunity presented itself recently to couple up the Canada Atlantic with our state-owned road, the government failed to improve that opportunity, thereby injuring the interests of the people and of the people's railway. The government had the opportunity of strengthening the Intercolonial, but apparently their policy is to let that road run down and turn it over to the Grand Trunk Pacific. Such a policy is not in line, I believe, with the demand of the times. The people see that there is no cure for the transportation problems of this country except in government ownership. And if gentlemen opposite think they have a mandate from the people to destroy government ownership, I venture to tell them that they are mistaken. There is a party in this country, a national, a growing party, a party favoured by the young men of Canada, which holds that the best thing that could happen to this country would be the nationalization of the Grand Trunk Pacific. And the agitation to nationalize that railway at an early stage of its career will go on. The carrying out of that policy will give hope of relief to the people, and especially to the people of Ontario and Quebec. The grievances of these people against the Grand Trunk to-day are worse than ever they were. The grievances of Toronto and Montreal, the grievances of the manufacturers and the shippers and other people who live along that line are constantly increasing, and the feeling of these people is that state-ownership of that great railway is the only cure for those grievances.

Reference has been made to the promise of increased autonomy to the Northwest. It is high time that this idea should be carried out. I hope that the measure will be a wide one, and one that will allow for the growth and development of that country. But when we speak of increased autonomy for the Northwest, I think there is something to be said of the need of greater autonomy for the Dominion. The time has come when the bounds of our powers as a country should be widened. I am not afraid of the future and of the problems it will present for solution. I am not afraid to say that Canada should be more autonomous than she is to-day. I am not afraid to say that