

The Total Cost of His Two Lines as \$242,113,540.

I am ashamed of our modest scheme costing the taxpayers only \$13,000,000. Now, let us leave the railway. There are other features of his scheme. The hon. gentleman proposes to purchase the Canada Atlantic Railway transit fleet. What does that involve? Let me give the hon. gentleman's words. Having pointed out the great service performed by the Canada Atlantic transit fleet, he proceeds to say :

"While there may be some difficulty in the Crown owning steamers which ply in foreign countries, I should suppose, though I did not consider the question very carefully, a difficulty of that kind could be overcome by maintaining the present organization; or in other words, the legal title to the steamers would remain vested in the company, and the government could own stock in the company in the same way that the British government can own stock in the Suez canal."

He proposes that this government shall go into the grain-carrying trade on the upper lakes.

What Effect Will This Action Have Upon Private Ventures of the Same Kind?

There are many millions of dollars of Canadian money at the present time invested in vessels upon our inland waters engaged in the grain-carrying trade. How will the owners of these vessels be able to compete with the government steamers engaged in this same line of trade? Will it be fair to them that they shall be liable to the competition of the government fleet of steamers? Why Sir, it is only necessary to propound that proposition to cause any hon. gentleman to withdraw from it as an unsound policy.

The Government Has to Engage in Either the Whole Grain-carrying Traffic on the Lakes or no Part of it.

The government cannot engage one ship in the grain-carrying trade on the upper lakes in competition with private capital, without being called upon to purchase all the vessels engaged in the traffic and be responsible for the whole traffic. It is either all or none, and

As to What it Involves no One Can Form a Fair Estimate.

It means the government buying up all the vessels now engaged in the traffic, it means putting an end to all private enterprise of this character, it means a system of paternalism in connection with the carrying trade that no business man would seriously propose and yet that is what the hon. gentleman proposes in this scheme. He says :

"Thoroughly equip our Georgian Bay ports——"

Proper Equipment of Ports.

What does that mean? Everybody is in favour of the equipment of the ports as rapidly as the circumstances of this country will permit. But it cannot all be done at once. The demands upon the treasury of this country are great. I doubt if there is any five millions of people in the world having greater responsibilities and rising more to the occasion than the people of Canada, but we cannot equip our great inland waters all at once. Remembering that we have inland seas and rivers 2,000 miles in extent. It is impossible for any government at once to be able to complete the equipment and put everything in a perfect state such as only time and the great experience and expenditure will produce. But he says :