

as to be of any value. Therefore, when he proposes to make use of these two roads in a certain way to make them effective, it cannot be under the old scheme of a company owning a line and giving running powers over it to others. He says :

"The third point which I would submit to the consideration of the House, as a sound policy, is to assist in improving the grades of one or both lines from Winnipeg to Fort William, upon the condition that complete control of rates is obtained and that the Grand Trunk Railway as well as the Intercolonial Railway shall have running powers from Fort William to Winnipeg."

His object is to secure a highway available for the Grand Trunk Pacific, the Intercolonial and the Canadian Northern. He has already told us that running rights cannot be acquired where a company owns the lines. How, then, is he going to acquire a proper highway to meet the services he is seeking? He is going to expend public money upon the Canadian Pacific Railway or the Canadian Northern Railway or both between Fort William and Winnipeg.

There is Only One Way, He Says, by Which the Public Money Expended on Those Roads Will be Saved, and That Will be by the Public

Owning Those Two Roads.

He might as well have said frankly that his purpose was to purchase these roads out and out, and that is practically what is admitted by his friends behind him. But, if he buys only one, which one will he buy? Does he pretend that he could buy the Canadian Pacific Railway from Fort William to Winnipeg and use it in rivalry with the Canadian Northern Railway or vice versa? I question if that would be considered a just arrangement.

He Must Buy Either Both or Neither.

For each has equal rights, and if he proposes to buy one, that carries the responsibility of buying both or ruining the other. But if he should buy only one, which one? The government of Canada built the Canadian Pacific Railway from Fort William to Winnipeg

And Paid for its Construction \$15,638,549.

The government then made a free gift of it to the Canadian Pacific Railway. Without adding one penny to the original cost of that line from Fort William to Winnipeg, it cost us, if we only had to pay what was originally expended upon it \$15,000,000. Then take the Canadian Northern Railway, which runs side by side, that cost \$25,000 per mile, and no one will say that that is an over estimate. If that estimate be satisfactory, it means that

The Purchase of the Canadian Northern Railway From Fort William to Winnipeg Will Cost \$10,625,000.

Now, the purchase of these different roads and the construction of two pieces

Would Aggregate in all \$84,015,549.

And when he has this road to Winnipeg, I presume he proposes to equip it with rolling stock. How much he proposes to expend on rolling stock, I do not know, but if the Grand Trunk Pacific Railway consider \$20,000,000 not too much to expend on rolling stock, with which to equip its proposed new line, at least half that would be required to make this extension of the Intercolonial Railway effective.