

tion that these companies shall use it upon exactly the same stipulations that I have already referred to in respect of the line from Sudbury to Fort William, that is, they must pay a rental which will free this country from any burden for interest on the cost of construction, and they must also pay the cost of operation, and maintenance upon a wheelage basis according to the user by the several companies. With such a proposition, what should my hon. friend the Postmaster General have put in as the cost to the country under my proposal of the line from Edmonton to the coast, adopting the same basis which he has used for estimating the scheme of government? He should have put it in at not one dollar, because every cent of interest would be recouped to the country. But, instead of that, he puts it down at \$30,000,000 and represents me as absolutely proposing to build that line. And so he sails gayly back to the east, carrying with him the \$38,000,000, the \$26,000,000, the \$30,000,000 and the \$15,000 not to speak of the \$841,000,00 as to which we are not very clear up to the present time.

Now, my hon. friend the Postmaster General then proceeded to deal with my remarks concerning the proposed colonization road in the northern part of the provinces of Quebec and Ontario. He estimates for me not a first-class road—he is good enough in this instance to estimate what he calls a cheap colonization road, and he puts it in at only \$20,000 a mile or \$28,000,000 for a total of 1,400 miles from Quebec to Winnipeg. That is to say, this cheap colonization road would cost under my scheme as he presents it, just \$15,000,000 more than the government's scheme is to cost the country in all. A first-class road from Quebec to Winnipeg, a road with four-tenth per cent grades, if we are to take even his estimate of my proposed line from Scotia Junction to Sudbury, would cost \$40,000 a mile. Surely that is not a high estimate; it is an absurdly low estimate for a road with four-tenth per cent grades. I do not believe it could be built for \$60,000 a mile. But we will take his own estimate, the estimate which he has placed on the line as proposed by me from Scotia to Sudbury, of \$40,000 a mile. Then we will have:

Quebec to Winnipeg, 1,475 miles at \$40,000 a mile . . . . .	\$59,000,000
Moncton to Quebec, 400 miles at \$40,000 a mile . . . . .	16,000,000
Mountain section (according to the estimate of the Minister of Finance)	2,924,000
The Quebec bridge (according to the same estimate of the Minister of Finance) . . . . .	2,000,000
That is a total of . . . . .	\$79,924,000

This is without taking into consideration interest during the period of construction and ten years loss of rental; and the hon. Postmaster General is going to do the whole of that for \$13,000,000 while he puts down the cost of a cheap colonization line from

Quebec to Winnipeg at \$28,000,000. I repeat that we can only stand amazed at the unusual moderation and fairness of my hon. friend the Postmaster General.

Now in respect to this so-called colonization road, I pointed out in the speech which I had the honour to deliver in this House some time ago, that I did not believe that the project of building colonization roads through that country and the project of building a short direct through freight road could be carried out on the same lines. Colonization roads should be built in short sections at a time, as the needs and requirements of settlement and of the people demand. Such a road should not be built as a direct through line but should be built into those portions of the country where it is found that it will be most useful for settlement; whereas a through line if it is to give the shortest and best practicable route would naturally disregard considerations of that kind because it is designed to create the most direct route for the transportation of the products of the west to the Atlantic sea-board. Therefore I said at page 9002 of 'Hansard':

So far as the line from Quebec to Winnipeg is concerned, I am not disposed to minimize the possibility of that northern country. Looking at the history of the great west, there may be a great flood of settlement into that country north of lake Superior, some day or other, at least up to a certain point west, but I do not think we know enough to justify us at present in saying that there will or will not be, because I do not know how far that country is capable of competing, in the early future, with the magnificent country we have in the North-west. I have some doubts as to whether or not that great northern country may compete as early as we would desire with the great western country. But I am not disposed to minimize its importance in any way, and to my mind the rational way of dealing with the proposed line from Quebec westward is this: First, thoroughly exploit and explore that northern country, realize and understand its capabilities and possibilities for settlement and colonization and build such railways as these conditions and requirements may demand. Build only after you have obtained the fullest possible information, and obtain that information with the least possible delay. You may find curious conditions surrounding you when you get into that country. You may find that the road which is the most direct line to the Pacific coast, will not be the road that will open that country for colonization. You may find it necessary to have a road running in one direction for colonization purposes while any future line to the coast must take a very different direction.

I adhere to that, and I say further that I believe, that the best method of opening that country by colonization roads will be by building these roads gradually from south to north and by connecting the existing settlement of the provinces of Quebec and Ontario with the settlement that may take place in that northern country. Not only will that be in the interest of the people of both provinces but I believe it will be the way in which settlement can best be opened.