

the transcontinental line, but operating it as well, by the Government. No one can put his finger on a single line to the effect that he is in favor of such a road. He is simply running all around the lot, hatching new schemes every now and then, and failing to reconcile his latest scheme with the one before that again. Each proposal he makes kills the last proposal he made. Having discarded his wild alternative scheme of the session of 1903, it would seem futile to waste time and space on it. But in order that it may be shown just how wild and madcap a scheme he laid before the House of Commons, it will be worth while describing what will be known in history as the Borden Alternative Policy.

BORDEN'S ALTERNATIVE POLICY.

The scheme of the leader of the Opposition was to get a through line from Montreal to the Pacific Coast by buying up old lines and building some new ones in the following manner:

(1) To construct a railway from Coteau to Jacques Cartier Junction as a connecting link between the Intercolonial and the Canada Atlantic Railway; (2) to purchase the Canada Atlantic Railway; (3) to build a connecting link between the western terminus of the Canada Atlantic, from Scotia Junction to Sudbury; (4) to buy that part of the C. P. R. from North Bay, around the shore of Lake Superior, to Fort William; (5) to assist in improving the grades on the C. P. R., or the Canadian Northern, or both, from Fort William to Winnipeg; (6) to assist the Grand Trunk Pacific from Winnipeg to a point near Edmonton (7) to build from Edmonton to the Pacific Coast; (8) at some distant day, to build a colonization road from Quebec to Winnipeg; (9) to develop all the waterways and ports of Canada.

This extraordinary proposal, which will be shown later on to involve an expenditure of hundreds of millions of dollars, is such an absurd scheme, that it might easily be said to be a mere invention of the "Grits," who, for political purposes, were trying to fasten it onto Mr. Borden. It is necessary, therefore, to quote from Hansard Mr. Borden's precise words. The extracts are from the revised Hansard of 1903, showing that Mr. Borden not only used the words, but that he carefully revised them. The figures in the summary are attached to the extracts bearing upon them, as follows:

1 and 2. If, however, the Canada Atlantic Railway commends itself to the judgment of experts and from what information I can obtain with regard to it, I should think it ought to commend itself, and I would think that the extension of the Intercolonial Railway between Coteau and Jacques Cartier Junction, and the acquisition of the Canada Atlantic Railway to Depot Harbour, would place the Intercolonial Railway in a much better position than it is at present. (p. 9289.)

3. I have suggested the extension of the Intercolonial Railway to the Georgian Bay. If we acquired the Canada Atlantic we could build a line from that point to join the Canadian Pacific Railway at or near Sudbury. By that means the Intercolonial, besides being extended to the Georgian Bay, could be joined by a line about 120 miles in length, to the Canadian Pacific Railway, running north of Lake Superior. (p. 9293.)

4. I say it would be a proper and wise thing for this Government to acquire that railway from North Bay to Fort William, and make it a national highway of Canada, giving to the Grand Trunk Pacific, the Canadian Northern and the Intercolonial, as well as the Canadian Pacific Railway, running powers over it. (p. 9292.)

5. 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 conditions that complete control of rates is obtained, and that the Grand Trunk Railway shall have running powers from Fort William to Winnipeg. (p. 9293.)