

ward to the prairies, to enjoy for all time a measure of the prosperity which will undoubtedly be enjoyed by that country. We in Ontario do not object to the liability devolving upon that province of \$60,000,000 in carrying out a necessary national undertaking, but we would prefer to see that sum, instead of being expended in building a railroad through a wilderness 500 miles north of the centres of population, expended in the purchase of the Canada Atlantic and the extension of the Intercolonial Railway further west. If we are to be mulcted in \$60,000,000 for the cost of construction of a road which, when completed, is to be given to a private company, we would prefer to be mulcted for \$66,000,000, an addition of \$6,000,000, for the purpose of constructing a road that after it has been completed will not be given away to a private railway company, but will be used by the people of Canada in the interests of the people of Canada. The Intercolonial Railway has not paid in the past. It has been, shall I say without meaning to be offensive, a sinkhole. We have had to meet deficit after deficit in the conduct of the affairs of that railway. The people of Ontario have had to bear their share of those deficits; but I believe and I think that the majority of the people of this province believe that, managed under proper auspices, removed as far as possible from party or political influence, placed under and managed by a commission appointed by those responsible to the people, and extended westward, the Intercolonial would certainly have a bright future before it. We are prepared, or rather I am prepared, for I am speaking now only for myself, to vote that the province of Ontario shall become liable for \$66,000,000 rather than for \$60,000,000 if, as a result of that additional liability, we shall have control for all time to come of a transcontinental railway owned by the people of Canada and, if necessary, operated by them. We demonstrate, I hope, by that assertion that instead of acting from a sectional standpoint we are desirous of joining with those in the maritime provinces and in the west who believe that the Intercolonial Railway has a future and in giving it every possible chance. It is surely in the interests of the maritime provinces that that road should be maintained; it is not in the interests of the maritime provinces that that road should be paralleled and side-tracked. We believe in a policy that will extend the Intercolonial Railway westward to Parry Sound and to Winnipeg, and also to the business centres of the province of Ontario, and we hope the time is not far distant when the cars of the Intercolonial Railway will have become as familiar objects on the sidings and tracks of the great industrial centres of Ontario as are the cars of the Grand Trunk Railway and Canadian Pacific Railway at the present time. What advantage will accrue to the people of the maritime provinces, of the west,

or of Ontario under the proposition of the government that will not accrue under the proposition of the hon. leader of the opposition (Mr. R. L. Borden)? The advantages in favour of the proposition of the hon. leader of the opposition (Mr. R. L. Borden) are manifold, and that proposition will cost much less money. The money that will be saved in carrying out his scheme could be utilized to great advantage in improving and developing the St. Lawrence route and the ports on the St. Lawrence and the Atlantic coast. We are willing to bear our share of the expenditure in connection with that matter, willing to bear that share cheerfully, to assist in every possible way to further the scheme of a national transcontinental railway, but we object to be taxed for the construction of a road that will be operated by and in the interest of a private corporation. There was no demand made by the people of Ontario for the construction of this new line; there never was one word heard about the construction of a trunk line 500 miles north of Toronto, Hamilton and London for the purpose of colonization.

The people of the province of Ontario have borne their share of the burden that was imposed upon them by the construction of the Intercolonial and its maintenance and by the aid given the Grand Trunk and the Canadian Pacific Railways. There is nothing for them that I can see in this new proposition. There would be something in it if we had a government owned road, a road owned by ourselves extending into the heart of Ontario, because such a road would benefit all parts of Ontario, and all interests, manufacturing, commercial and agricultural. I believe that when an appeal is made, so far as the province of Ontario is concerned, a substantial majority will show their opposition to this contract. The people have had no opportunity of expressing their opinion on the policy involved except in the by-elections some two or three months ago; and if the expression of opinion given on that occasion be any criterion, I am justified in saying that when a general appeal is made, the verdict rendered in East Bruce and East Lambton will be repeated more emphatically and signally in the whole province of Ontario.

Before I take my seat I desire to propose an amendment to the motion now in your hands, Mr. Speaker. I desire to move an amendment to the proposition submitted to us—a proposition which, from whatever standpoint you regard it, is a most extraordinary one. The proposition submitted to us calls upon this country to build 1,900 miles of road and hand it over to be operated by a company for fifty years, during only forty of which we can hope to receive any return. By this proposition we take the responsibility of building 1,900 miles of road and handing it over to a company, and we become liable for three-quarters of the cost of the remain-