

his general knowledge of the views of the opposition, he could safely say that the opposition were prepared to support the original Grand Trunk scheme of giving government aid to a road from North Bay to Winnipeg and across to the Pacific. That statement was received with applause, and the hon. gentleman, addressing himself to the hon. member for Selkirk, said: 'the hon. gentleman will see from these manifestations of opinion that I have not misvoiced the views of the hon. gentlemen who sit around me.' So that we have some reason to conclude that this is the true and only genuine opposition scheme; and perhaps it is because of the very positive assertion of the hon. member for East Hastings and the applause with which it was received, that my hon. friend the leader of the opposition seems to have buried out of sight his scheme of a few weeks ago. Then, taking the scheme of the hon. member for East Hastings, what are the distances:

WINNIPEG TO HALIFAX BY THE NORTHRUP OPPOSITION PLAN.

	Miles.
From Winnipeg to North Bay, estimated.....	1,012
From North Bay to Montreal via Orillia and Belleville by the G. T. R., the shortest possible line over the G. T. R.....	496
From Montreal to Halifax by the Intercolonial.....	837
Total.....	2,345
From Winnipeg to Halifax by government scheme.....	2,061
Difference in favour of government scheme.....	284

Distances to St. John show the same difference in favour of the government plan.

GOVERNMENT PROPOSAL BY FAR THE BEST.

Well, if we cannot get any traffic down to the sea by our scheme, what chance have we got of getting it down by the schemes of the opposition, which are of greater length? I think I may very fairly say, without being too confident, that as compared with the several schemes, if there be any doubt whatever of the ability of this government and parliament to send western traffic for export by the ports of the maritime provinces, every difficulty found in our scheme exists with five fold greater force in those of hon. gentlemen opposite. The figures I have given make it absolutely clear that if you cannot send traffic by our plan, there is not the ghost of a chance of sending it by any plan proposed by the opposition; and the only hope which the maritime provinces can have of realizing the expectations they have been indulging in for years is by giving their cordial approval to the policy now before the House.

We have had this evening another view presented to us—another one of those kaleidoscopic views which hon. gentlemen opposite are presenting of their railway policy. I have shown what the policy of my hon. friend the leader of the opposition was a few weeks ago and what the policy of the opposition is to-day, as defined by the hon. member for East Hastings. But in this amendment we have another definition of policy which seems to point towards government ownership. I say 'seems to point' advisedly.

HON. JOHN HAGGART'S CAUTION.

And here I want to congratulate my hon. friend from South Lanark (Mr. Haggart) upon the wise discretion he displayed—a discretion we would naturally expect from him—when he refused to permit his name to be given to-day as seconder of this resolution. My hon. friend from Lanark is an old public man and an old party man, and as the latter he has become a bit hardened. Men become that way when they are in party ranks a long time, and my hon. friend would be disposed to go quite a way to stand by his party. We all do something of that, and my hon. friend being a loyal man, would go a long way to support his leader. No doubt he is a good enough party man to vote for this amendment, but I can well imagine him saying to the leader of the opposition: I must draw the line somewhere; it is hard enough to ask me to vote for a resolution favouring government ownership, but do not ask me to second it. Consequently, when his name was given as seconder, it was instantly withdrawn. That may have been a mere accident, but we could not help reflecting on it when we knew the position which the hon. gentleman has taken for years on the question of government ownership. That is a big question, one on which men may reasonably