

one dollar to conduct our share of this war. If the late Government had not encouraged the building of the Canadian Northern round the shores of lake Superior, creating another transcontinental line, we should not, perhaps, be in the awkward position we are in to-day. The policy of the Conservative party was the only sane policy for this country. If that policy, which included the extension of the Intercolonial railway, the purchasing or taking over of the Canadian Pacific railway lines around the shores of lake Superior, and giving running rights to all roads, had been carried out, we should then have had one road coming through that barren country instead of three, and our railway situation would not be as it is to-day, a burden upon the people and a yoke around the necks of the farmers of the West. The building of that Transcontinental railway has robbed the farmers of the West of the opportunity of securing a fair reduction in freight rates, a reduction to which they were justly entitled, and which they expected to get when this railway was foisted upon the people of this country. I should like to point out to hon. gentlemen opposite that they are responsible for the position that the farmer of the West is in to-day in regard to freight rates. We could have had a much greater reduction in rates if our systems had not been duplicated. And if I know anything about the signs of the times and about the railway situation, the day is not far distant when the Government of Canada will be forced, in defence of the people, to take over as government undertakings one or perhaps two of these great Transcontinental systems. That has been made necessary by the reckless spending of public money, by the reckless use of Government guarantees by hon. gentlemen opposite. When my hon. friend from North Oxford (Mr. Nesbitt) was criticising the Government for going on with the construction of the Hudson Bay railway, I noticed that his friends from the West all sat smiling; they did not cheer; but they did not contradict him. They allowed it to go out to the country that their opinion was that this road should be stopped and the rails pulled up. But the farmers of the West will have something to say about that. I should like to ask some of these gentlemen from the West whether they are in favour of this road? Is my hon. friend from Assiniboia in favour of the Hudson Bay railway or not?

Mr. TURRIFF: Since my hon. friend has asked me the question I am quite ready

to answer. There is no doubt at all that it was the late Government that undertook to build the road. My hon. friends opposite had promised to build the road for 20 years, but had done nothing. I quite agree with the remarks of my hon. friend from St. John, and would say that the Hudson Bay railway, in common with all other enterprises, might well be given less money this year, until an equilibrium is obtained between our revenue and expenditure.

Mr. BRADBURY: The hon. gentleman has not answered the question I asked. I asked whether he was in favour of building the Hudson Bay railway.

Mr. TURRIFF: Yes.

Mr. BRADBURY: The fact that the Hudson Bay railway was not started by the late Government although they had given a pledge is no surprise to anybody who knows how the Liberal party has implemented other pledges it has given to the people of this country.

Mr. W. M. MARTIN: Do I understand the hon. gentleman to say that the railroad was not started by the late Government?

Mr. BRADBURY: The building of the railway was not started by the late Government. Surveys were made by the late Government and a bridge was under construction. The late Government was committed to the whole of this project both by promise and by money already expended.

Mr. PUGSLEY: The contract was actually let.

Mr. BRADBURY: But you did not carry out your pledge to give this road to the people within three years of the election of 1905. What is the difference between the two parties? The present Government has been in power only about three years and this railroad is fast nearing the Hudson bay. We are assured of the completion of the road in 1916, and our western crop in the fall of that year will be able to go over that road to the European markets. So, as a western man, I say it is most unpatriotic for the Liberal party to denounce the proceeding with the construction of this road as we are doing at the present time. If we adopted the suggestion made by the hon. member for St. John, and backed up by my hon. friend from Assiniboia to cut down the expenditure by four-fifths, what would happen in the West? We have nearly three thousand men working on that road to-day;