

present time, there is no politics in the management of those railways.

In the splendid Island of Cape Breton, which I have the honour to represent here, and to which I feel incompetent to do justice, there is great need for railway construction. We have a road there running from St. Peters to Inverness which I understood to be part and parcel of this system, but which I have not heard mentioned in that connection. If it is not a part and parcel of this system I hope it will be made so, because it is necessary for binding up that beautiful country on the north-eastern side of the Island of Cape Breton, a country that is exceedingly fertile, and at present has no way of getting its products to the markets at certain seasons of the year. Then, the Orangedale road must be constructed when the war is over to give the people in that part of our province the accommodation they have been so long deprived of. Then, the road from St. Peters to Louisburg should be taken over and built, and no doubt will be taken up in the nationalization of this great system, for we feel that those places in the eastern as well as in the western part of this Dominion should have branches and get the assistance they require, and which must be given in order to make our transportation system a success. Then, there is the road from Halifax to Musquodoboit and from there to Guysborough, and on to the strait of Canso, joining again the Intercolonial. These feeders east and feeders west are of great advantage to the railway.

Our people are looking to see this Act put through, because they feel that they can depend upon the Government of this country, but not always upon the corporations. The last thing the Liberals should do, in this House or any where else, is to talk about railways, for they cannot point to a single case in which they have carried a railway to success. In the first place, we know their attitude towards the Canadian Pacific railway, and we need not elaborate what that railway has done. They have been opposed to everything in the line of railways. In 1903 they came along and said they were going to give us a transcontinental railway. The leader of the Opposition in this House asked the other day for more information about the roads mentioned in this Bill. The discussion has been going on for months, yet he does not seem to know anything about it, and asks us to lay some information before him, and give him the resolution incorporating this company. But what did my honourable friend from De Salaberry (Hon. Mr. Béique)

Hon. Mr. CROSBY.

say when they were putting through the Transcontinental scheme? He said: "We don't want any information; we are not looking for information; this is the time when we must act; what information do you want when the Grand Trunk Railway company is liable for everything? This is not a contract with the Grand Trunk Pacific; it is a contract with the Grand Trunk." I would like my honourable friend to look up that speech and find what he had to say about the situation, and then ask anybody to take his advice on contracts or on railway matters of any description. The Liberal party in this country should not for a moment attempt to interfere with any railway legislation, because they have always been wrong in regard to that or any other national project. On the other hand, the Conservative party never was wrong in connection with any great national undertaking, as history will prove, for the facts are there. We have honourable gentlemen, on the other side of the House telling us we should be careful and look into this matter; but we find that in connection with the Transcontinental railway they said the very opposite. Their position then was: "This is not the time to wait, to consider; you must not say anything, but go along with the scheme; we don't know anything about the railway, but we will plunge into it;" and the situation you have to-day sadly shows the result of that attitude. The honourable member for De Salaberry told this House that the Transcontinental railway could not cost this country more than \$15,000,000, and that there was no possibility that the construction of that line and the Grand Trunk Pacific could cost Canada a single dollar more than \$30,000,000. Yet now we are paying \$13,000,000 a year in deficits on the Grand Trunk Pacific and the Transcontinental, the deficit on the latter alone being \$6,000,000 or \$7,000,000, without regard to the original cost of \$200,000,000. That is the situation in which we find ourselves. Yet you have honourable gentlemen who were connected with those railway projects trying to tell us in this House what we should do in railway matters. I think that whatever they discuss they should never deal with railway matters.

I had hoped, before concluding my speech on Friday night, to have put some questions to the honourable gentlemen who are not here, as I should like to get their answers; but I must conclude without having that opportunity. I assert that the whole Dominion is benefited by the method of taking over the Canadian Northern system