

GRAND TRUNK PACIFIC LOAN—*Con.*

*Borden, R. L. (Halifax)*—5103.

Good many things have happened since the 30th July, 1903. Mountains of information, the great problem of transportation—5103-4. Not only is the Grand Trunk Pacific in difficulties over this enterprise, but the government will be—5105. The only real security we have for this loan will be the success of the enterprise—5106. The people of Canada give nine-tenths of the cost but do not receive one dollar of the profit—5107. Why should you hand over a great public utility we have paid for? Not too late to consider the people's interests—5108. A suggestion which might be made; other considerations which might be borne in mind—5109. What will be the position of the Quebec-Moncton section before the completion of the Quebec bridge?—5110. A matter of reasonable prudence that both difficulties should be considered at the same time—5111. The question of operating the line from Winnipeg to Moncton with a ferry across the St. Lawrence as a through line—5112. Quotes Mr. Blair in 1903. Understands that pusher grades have been adopted—5113. At least two pusher grades, one against western traffic, the other against eastern—5114. Asks a complete report so as to be able to calculate the cost of haulage over each road—5115. The G.T.P. not bound to operate that road until they have the Quebec bridge—5116. The question whether there are to be repeated applications for such loans; the public interest must be safeguarded—5117.

*Burrell, Martin (Yale-Cariboo)*—5173.

Protests against the methods adopted, and the statements made by the government—5173. The attitude of our friends opposite is somewhat changed in recent years—5174. This loan only accentuates the free and easy way in which this government has been dealing with this House—5175. Paying 4½ instead of 3 per cent for the last big loan. Proceedings in 1903—5176. The Premier allowed himself to be outwitted in every part of the game—5177. In the amended contract practically all the security is done away with—5178. There was a clause which placed the completion of the road in 1908—5179. Does not think that any sane man believes that 1911 will see anything like the completion of this road—5180. The Premier has woefully failed to rise to a real sense of his duty to the people of Canada—5181. True patriotism not only looks out for to-day but studies the needs of the country for years to come—5182. The transfer of \$25,000,000 of stock. Quotes 'Hansard' of 1903—5183. They are making money through their townsites company. The country kept off the most valuable asset—5184. Want the road completed, but the rights of the taxpayers safeguarded—5185.

GRAND TRUNK PACIFIC LOAN—*Con.*

*Graham, Hon. G. P. (Minister of Railways and Canals)*—5117.

Borden has given a large order by way of inquiry; conditions have to be taken as they arise—5117-8. It resolves itself into the fact that there are two pusher grades east of Quebec—5119. The only question is whether to accept the two pusher grades or remove them—5120. The collapse of the Quebec bridge was a great calamity and we have to face the results—5121. It is our project as well as theirs and the interests of Canada are paramount—5122. One of the first things necessary was a line of rail on Canadian soil over which troops could be carried without interference—5123. Canada will be the main wheat field of the world—5124. Fifty years ago we sold our wheat for 50 cents a bushel to-day it is worth \$1.20. The projected line already making improvement—5125. 15,389 homesteads already taken up within 12 miles on either side of the new line—5126. The Premier's predictions on introducing this project have already been more than justified—5127. Factors which tend to increase the cost since the contract was made—5128. The question of advanced cost; the construction of the Panama canal—5129. Advanced cost common to every project private or public in this or any other country—5130. Will have not only highest standard line, but a line that will cost no more than any other similarly situated—5131. An extract from the C.P.R. annual report in 1907—5132. The question of stock; quotes Mr. Wainwright—5133. The indebtedness of the G.T.R. to the Dominion government—5134. The question is not what the Transcontinental Commission has done between Moncton and Winnipeg—5135. The question is, under the conditions is it to the interest of Canada to grant the loan—5136. The people of Canada are partners in every railway that helps the development of the country—5137. You cannot disassociate the interests of the transportation companies from the interests of the people—5138. In one form or the other we are in partnership with this road as with all railway lines—5139. Tabulated statement; believes the House will support the proposition—5140. It is constructed so that they have been operating as a construction company—5141.

*Haggart, Hon. J. G. (South Lanark)*—5141.

The question before the House a very simple one. To understand the matter freely the whole position in connection with the railway must be considered—5141-2. The view taken by the government in those days was that the subsidy came back in customs dues, &c.—5145. Curious to know where the Grand Trunk got the \$7,094,000, and how they could loan it—5144. The estimate and the cost; we have now no preferential