

keep that line from running within 20 or 30 miles of the other road. I object to it then on the ground that the proposed location of the line is one that interferes with enterprises now existing in this country, and on the ground that there is no necessity for the building of duplicate lines in that particular section of the country. Then too I was in favour of the development of Ontario and Quebec not by the line proposed by the right hon. gentleman, a line from Quebec to Winnipeg involving an enormous expenditure of money, but by local or Dominion subsidy to local lines for the purpose of developing Ontario and Quebec. I have an opinion, as I said at that time, in the section of country which lies between the head of Lake Nipigon and Quebec there may be land which will be capable of development in the interests of this country, but it can be developed only by colonization roads. There is no necessity for the expenditure by the people of this country of the enormous sum of money which the government propose to spend for the purpose of building a road which, according to the statements of hon. gentlemen on the government side of the House, will be built on commercial principles, with the lowest possible gradients. The building of such a road involves the expenditure of an amount of money of which we can form no estimate, and I would ask what is the use of the railway and Canals Department? Why is it that the right hon. gentleman (Rt. Hon. Sir Wilfrid Laurier) has not an estimate from that department as to the probable cost of the road. We are asked to go into an undertaking, to enter into a contract with this railway company without knowing what the probable cost of that railway will be; without knowing what the government should have learned from the department which ought to have been able to furnish them with an estimate of what the actual cost would be; without a scintilla of evidence as to the expenditure that would be necessary for the construction of that particular road. That is why I object to the scheme. It involves an expenditure to my mind of not less than \$125,000,000. We are bound to build a first-class road from Winnipeg to Moncton, and to construct such a road will involve an expenditure far in excess of any estimate which may be furnished the government. That money to my mind could be expended in works of utility, in works that would facilitate transportation of this country in a far better manner than that proposed by the government. What is the plan proposed by them? To build a road from Quebec to Winnipeg. But what do we find in the Order in Council from the Minister of Public Works providing for the appointment of a commission? The right hon. gentleman says: Oh, it was only for the purpose of finding out and examining the different ports and deciding on what ports of Lake Superior,

Georgian bay and the St. Lawrence expenditures should be made. This is what we find in the report of the hon. Minister of Public Works:

This involves the consideration of their transportation:—

From place of production to Canadian seaports.

From place of production to the western ports of Lake Superior.

From the western ports of Lake Superior to Canadian seaports.

From Canadian seaports to Europe.

From place of production through Canadian ports on the Pacific.

As it affects the products of the eastern provinces of Canada it involves their movement:—

To the seaports.

From the seaports to Europe.

It is obvious that before any satisfactory conclusion can be reached upon these questions a thorough and comprehensive inquiry should be made regarding:—

The conditions of original shipment and the possibilities of improvement in the conditions surrounding such shipments.

The storage requirements of lake, river and ocean ports.

The harbour facilities of the inland lakes, rivers and Atlantic and Pacific ports.

The conditions with regard to the navigation of the St. Lawrence route, and, generally, any improvement, enlargements, or other matters affecting the more economical and satisfactory uses of any Canadian channel of transportation by land or water.

The minister further states that in making such investigation attention should not be confined to routes and facilities which are at present utilized, but, if necessary, new surveys should be made to determine whether any more economical and satisfactory channels of transportation by land or water can be opened up.

The forces operating against the attainment of all Canadian transport, namely:—

Competition by United States railways;

Competition by United States vessels from Lake Superior ports.

Has the right hon. gentleman carried out his pledge to this House? Has he carried out the promise which he put in the mouth of His Excellency? No, he now limits the scope of that commission to the question of what ports on Lake Superior and on the Canadian water route expenditures should be made upon and on the facilities for transportation on the canals and the St. Lawrence. The promise made by the right hon. gentleman to this House was that the whole question of transportation from the prairies of the west to the Atlantic and from the Atlantic ports to Great Britain would be considered by a commission and reported upon to this House in order that this House might consider the whole question. Fancy entering into a contract with a company without even an estimate from the department which has charge of transportation, the Department of Railways and Canals, as to what the cost would be. The right hon. gentleman then is mistaken in his statements and mistaken in the speeches which he quotes to this House. Fortunately we have here the