

shores of the great east. But, Sir, this far I will go, while I speak with moderation and caution in view of the difficulties of the long haul, while I recognize the difficulties, still I am going to take this position, that if by this scheme we cannot send the traffic to the ports of the maritime provinces, then by no other scheme proposed in this parliament can you send a pound of traffic down there. There may be difficulties in sending the trade down there by our scheme, but there are much greater difficulties in the way of the scheme suggested by hon. gentlemen opposite. I have prepared some tables of distances, taking Winnipeg as a common point in the west, and dealing with Halifax and St. John in the east. I have given the distances by the opposition plan as defined by my hon. friend the leader of the opposition. I find it necessary to mention the particular member who defines the plan, because they have different plans, and I must be careful not to make one set of opposition members responsible for what seems to be the policy of another set.

SIGNIFICANT TABLE OF DISTANCES.

I find that in the opposition plan, as described by my hon. friend the leader of the opposition, the mileage between Winnipeg and Halifax will be as follows. Perhaps, however, I am wrong in holding my hon. friend too seriously to the proposition he made some time ago. We have not heard much of it of late. That scheme was not received with profound respect by his friends, and in his speech to-day reviewing the whole Bill, beyond making allusions to the possible acquisition of the Canada Atlantic, he made no reference whatever to that remarkable policy which he outlined some weeks ago. However, as the policy is still to be found on 'Hansard,' even though it be ignored by the opposition now, I am going to give them the benefit of seeing how it will work out on a mileage basis:

WINNIPEG TO HALIFAX BY MR. BORDEN'S PLAN.

	Miles.
From Winnipeg to Fort William via C. P. R.	476
From Fort William to Sudbury.	555
From Sudbury to Scotia Junction, to be built.	105
From Scotia Junction to Coteau via Canada Atlantic Railway.	294
From Coteau to Montreal via G. T. R.	39
From Montreal to Halifax via Intercolonial.	837
Total.	2,256

In contrast to this let me put the government scheme.

From Winnipeg to Quebec, estimated.	1,475
From Quebec to Moncton.	400
From Moncton to Halifax.	186
Total.	2,061
From Winnipeg to Halifax by the scheme of the leader of the opposition.	2,256
By the government scheme.	2,061
Difference in favour of government scheme.	195

So that if we cannot send the traffic down to Halifax by our scheme, what chance has the hon. gentleman to send it by his scheme, which is 195 miles longer?

STILL ANOTHER CONSERVATIVE SCHEME.

Then I take the other opposition scheme, the one described by the hon. member for East Hastings (Mr. Northrup), whose plan was to utilize the old Grand Trunk line and not build east of North Bay. That is the scheme which the hon. member for Hastings said every member of the opposition was in favor of. Now, there ought not to be any misunderstanding about this, and the statement of the hon. gentleman is very clear. He said that the opposition to a man were favourable to the original Grand Trunk policy, which was to build a road from North Bay to the west. When interrupted by the late lamented member for Selkirk, Mr. McCreary, who, in order to remove any possible doubt, asked him whether he had really said that the opposition were prepared to support a scheme for the railway from North Bay to the west, the hon. gentlemen replied that while he was not authorized perhaps to speak officially, still from the dozens of members he had spoken to, from his own personal opinion and