

done, and will solve it for all time to come at a cost not more than half that which the scheme of the government will cost. It is a scheme that will utilize instead of rendering useless—as the government scheme will do—the Intercolonial that has cost this country so much; it is a scheme that will utilize our valuable waterways, thus reducing freight rates to their lowest point; it is a scheme that will introduce four trunk lines of railway into Winnipeg and the west, and thus prevent congestion and blockade; it is a scheme of which it can be said that every dollar put into it represents a dollar's worth of assets to this country, it is a scheme that will be a paying one from the start; it is a scheme that will bear investigation; the more you examine it the better it appears. Sir, I congratulate the leader of the opposition upon the completeness of his policy. It seems to me that by it all the conditions of this intricate problem are fully met. I oppose the government scheme because, while it will not solve the most pressing question of the day, it will, by its immense cost to the country, hamper, retard and prevent development in other directions for years to come. I hope, sir, that the government will change their mind and will withdraw this Bill and this contract, and reintroduce one upon the lines laid down by the leader of the opposition. If they cannot do that, then, before taking a vote on it in this House, they should go to the country and give the people an opportunity to speak, and it is there that we on this side of the House can safely rest our case.

Mr. THOMAS MURRAY (Pontiac). I can assure you, Mr. Speaker, that I do not intend to occupy the time of the House at any great length, because this subject has already been discussed very fully, and everything that can be said upon it on either side of the House, has been said. Strong arguments have been advanced on both sides of the House, long exhaustive speeches have been made upon the question, but naturally I feel interested in this very important question as my constituents are deeply interested in the question of transportation because they have been rather unfavourably situated in the past in that respect. I represent perhaps one of the largest counties in the province of Quebec, the county of Pontiac, which commences at Quyon and extends up to the height of land, and if there is one country in the Dominion of Canada that labours under a disadvantage on account of lack of transportation facilities it is the county of Pontiac. My constituents a long time ago gave a large amount by way of subsidy to the Pontiac Pacific Junction Railway, but up to the present time that road is only extended up as far as Waltham. In the upper portion of my constituency they have no railway facilities at all. Of course they have a branch railway from Mattawa in Ontario to Te-

Mr. VROOMAN.

miscamingue and Kippewa in Quebec. Well, Sir, as I have already stated this is a question that my constituents are very much interested in and they naturally expect to hear from me in this debate. The question of economy in transportation is one that should engage the serious attention of every hon. member of this House, no matter whether he be a Conservative or a Liberal. This is a question which should be discussed apart altogether from party politics. The hon. member for Bothwell (Mr. Clancy) is a very plausible speaker. I had the honour of a seat with him in the local legislature and I know that he is an able man and a plausible speaker. I had the pleasure of listening to the arguments which he addressed to the House the other day during which he said that we should discuss these questions upon their merits, but, from his standpoint and from the standpoint of many other hon. members, there did not appear to be any merits at all in the scheme propounded by the government, but that all the merits were in the scheme propounded by the hon. leader of the opposition (Mr. Borden, Halifax). If I were disposed to take the same objection I might apply it in the opposite way and say that there were no merits in the scheme proposed by the hon. leader of the opposition. But, as I have already pointed out, we ought to look upon this as a question above party politics. I do not believe that I shall ever appeal to the electorate to send me back again to this House.

Mr. HUGHES (Victoria). Is the hon. gentleman (Mr. Murray) going to the Senate?

Mr. MURRAY. I can tell the hon. gentleman (Mr. Hughes, Victoria) that I would not take a seat in the Senate. I believe I could have got there before now if I had desired to do so but I would not take a seat in the Senate because I do not believe in the institution. I can tell the hon. gentleman another thing, and that is, if I were offered a seat in the cabinet to-day I would not take it. I do not say that I am worthy of that high honour. I do not say that I have the ability to occupy such a high position, but I have made up my mind to retire from the political arena, and, if I may say so, to go into obscurity as far as politics are concerned. But, I feel it to be my duty while I am a representative of the people, and while I represent the county of Pontiac, to raise my humble voice in matters of this kind. I do not want to go into figures or facts, but when we consider both of these propositions upon their merits I fail to see where the opposition have made out a case. I will admit that the scheme which the government has propounded is quite new to myself and that it is quite new to the people, but this is a time for the people of Canada to go forward in the march of progress. I am not a lawyer or a doctor—I have not the