

"We are expending \$15,000,000 perfectly uselessly on the construction of a line (Quebec to Moncton) and the effect, view it as you will, cannot be a cause of injury to the Intercolonial."

—Mr. Monk.

"Why then, undertake to build railways when we have them to-day in existence? Why duplicate one railway simply in order to run an air line to Moncton?"—Mr. Barker.

"There is not a railway man in the whole of America who would not say that it would be wholly impracticable to exercise running powers over a long line such as this."—Mr. Barker.

"The idea of a number of roads using one line in common is a delusion and a snare."—Dr. Sproule.

"Respecting the running rights, everyone who knows anything about railroading sees through it and smiles at it."—Col. Sam Hughes.

"Is it possible to build a road from Winnipeg to Quebec and from Quebec to Moncton on modern principles? Has ever entered into the heads of the ministers what an enormous sum will be required for the construction of that road? I fail to see a scintilla of evidence that the eastern portion of this road will be of any use. There are many propositions, but none of them involve the absurdities of this proposition of building a line from Winnipeg to Quebec and from Quebec to Moncton. I have proved conclusively that there is no necessity for this road in New Brunswick. It is a useless appendage."—Hon. Mr. Haggart.

"The company are given the productive end; they have the reservoir; they have the fountain source of supply."—Mr. Lennox

"What province has been clamoring for this scheme? Hon. gentlemen have been unable to show any such demand. Has Ontario called for it? No, the sentiment of Ontario is against the subsidising of railways. We have no mandate from the people to undertake the building of a transcontinental railway and add to the debt of the country a sum no less than \$125,000,000. I say the supply of railways in many portions of the western country is ample."—Dr. Sproule.

"I say that if there is a better line between Levis or Riviere du Loup, or any point on the Intercolonial, and Moncton, a line the construction of which will give to Halifax and St. John a better fighting chance for western traffic than they have at present I will support the construction of that line."—Hansard, page 8973.

"I say it would be a proper thing and a wise thing to acquire the C. P. R. section from North Bay to Fort William (634 miles) and make it a national highway, giving to the Grand Trunk Pacific, the Canadian Northern and the Intercolonial as well as the C. P. R. running powers over it. Assist in improving the grade of one or both (C. P. R. and C. N. R.) lines, from Fort William to Winnipeg upon condition that the Grand Trunk as well as the Intercolonial shall have running powers from Fort William to Winnipeg."—Hansard, pages 8999 and 9600.

"So far as the line from Quebec to Winnipeg is concerned, I am not supposed to minimise the possibilities of that northern country. Thoroughly explore and understand it, and then build that line from Quebec to Winnipeg, as a colonization road, according as the requirements of the people and colonization demand. And within a certain number of years if a practicable route be found, then extend that road to the Pacific Coast (in addition to the Intercolonial and Grand Trunk Pacific) Be not afraid to undertake that project."—Hansard, pages 9002 and 9003

In effect: "Purchase from the C. P. R. the unprofitable section of 364 miles from Fort William to North Bay, and leave the company in possession of the productive ends, the reservoirs, the fountain sources of supply, both in the west and in the east"

"There is no reason to be afraid of spending money. I am not afraid of spending money."—Hansard, page 9008

In effect: By purchase, and by construction, by use of the C. P. R. from Fort William to Winnipeg thence by aid to the Grand Trunk Pacific to the mountains and by government construction or otherwise across the mountains to the Pacific secure a transcontinental road and in addition build a road from Moncton to Quebec extend it from Quebec to Winnipeg as a colonization road, and further extend it from Winnipeg to the Pacific.