

Mr. Walter Scott (W. Assir" ia.)

If the original cost of the Canadian Pacific Railway to the people of Canada had been double the amount that it was, I believe Canada still could not have afforded to have been without the road. If the original cost to the people to be entailed by the Grand Trunk Pacific Railway project now before the House were to be double what is proposed or equal to the most ridiculous estimate placed on it by hon. gentlemen opposite—and I believe the junior member for Toronto (Mr. Osler) has stood before the people of the country and stated that the total cost will be in the neighborhood of \$560,000,000—and if the road could not be procured for less money, it would still be a good proposition for the people to adopt and would pay Canada to proceed with the project. In my opinion, the first cost of a railway is a very small matter.

Western Canada has the advantage of all the experimenting that has taken place in the last thirty years in the United States, and it is not drawing too fine a picture at all to say that we will do in fifteen years what has been done in thirty years in the United States. If that is the case, it will be a very few years until the Canadian West will, as I said a moment ago, be supplying traffic sufficient to tax the capacity of every possible transportation route that can be provided.

There is not a manufacturer doing business west of Lake Superior who has not had trouble during the past two years in getting his goods into that country.

If we are not to have a government road, in my opinion, no sensible, patriotic Canadian can refuse to assent to a policy of public aid, because the alternatives are: On the one hand, continued progress and prosperity for every section of Canada and every Canadian; and on the other hand, an early check to the development now being witnessed, immigration discouraged and stopped, and some people now in and now going into the North-West Territories again on the road back to the States.

Mr. Aulay Morrison (New Westminster).

The Province of British Columbia is suffering at the present time, and unless this Grand Trunk Pacific road is extended or we have some other line to the coast, we will continue to suffer from excessive freight rates. To-day you can send farm implements or any other products to the Antipodes cheaper than you can send them to Vancouver.

All we want is some cheaper means of getting our wheat to the Pacific coast. It is absurd to say that by the Canadian Pacific Railway, great as are the advantages which it affords to the coast, you can haul wheat across the Rocky Mountains and over the grades which characterize this road in competition with the Great Northern and the Northern Pacific roads. There is no question that an impetus will be given to the exports of wheat by way of the Pacific ocean that is almost inconceivable at the present time. In addition to all the other advantages to which I have referred, we have open ports the year round; so that I am not over sanguine in expecting that within ten years the bulk of the export of grain from the Dominion of Canada, and perhaps from the American continent, will be by way of the Pacific coast and by our own Pacific ports.