

Hon. Mr. GORDON—The reason which my hon. friend has given is the very reason why you could not bring the logs from Amos to the St. Maurice river. The reason that he gave was that the logs could be floated down the stream cheaper than any other way. Now he asks us to believe that logs could be transported on the railway, brought over to the river and then brought down some place as cheap as logs that were on the St. Maurice stream.

Hon. Mr. CASGRAIN—As a lumberman my hon. friend knows that to be true—that it is commonly done,—that where there is no navigable or floatable stream tributary to the mills, logs are hauled by trains to a river and then floated down the balance of the way. Mr. J. A. Dubuc had limits which were not on the streams tributary to his mill, so he hauled the logs by trains, put them in the stream, and took them to his mill.

Hon. Mr. BOLDUC— How far ?

Hon. Mr. CASGRAIN—I do not know that it was very far. He put them on the cars, and so on. That is why I was speaking of those logs being taken for a short haul, because as the water at Amos and Bell river flows northward towards James bay, you would have to come pretty far east—to the head waters of the St. Maurice—before you would find any water flowing into the St. Lawrence. Now, as I think I have shown, any one living in Winnipeg would take the shorter route—I do not think there could be very much doubt about that—and come over the Transcontinental. There may be another reason why the Government cannot to-day ask the Grand Trunk Pacific railway to—

Hon. Mr. GORDON—Permit me a question. During winter do the bulk of the passengers from Winnipeg, west of Winnipeg, go to Quebec ?

Hon. Mr. CASGRAIN—That is an easy question to ask. The hon. gentleman wants to know if the steamers come from Quebec in winter time ? Is that it ?

Hon. Mr. GORDON—No, I asked you if the passengers from Winnipeg—

Hon. Mr. CASGRAIN—I said the passengers would come from Winnipeg to board the palatial steamers of the Canadian Pacific railway and the larger ones of the Allan line, and I am not aware that they come to Quebec in the winter time.

HON. MR. CASGRAIN.

Hon. Mr. GORDON—That is not the point I want to get at. You were trying to prove that, if the Transcontinental road were being operated, by reason of it being a shorter distance from Quebec to Winnipeg by that line, passengers would naturally go that way. Now, I want to know—and I am asking for information—would the bulk of passengers from Winnipeg and west of Winnipeg go to Quebec during the winter ?

Hon. Mr. CASGRAIN—Certainly they would go to Quebec, cross on the ferry, and take the Intercolonial railway and go to St. John or Halifax. I do not know that they could go any other way.

Hon. Mr. CLORAN—That is right; protect your national ports.

Hon. Mr. GORDON—My own idea is that the bulk of the passengers go to Montreal.

Hon. Mr. CASGRAIN—Where do they go from there ?

Hon. Mr. GORDON—Would they not have to come down by the Canadian Pacific railway ?

Hon. Mr. CASGRAIN—No, the passengers in summer would take the steamers which call at Quebec in the summer months. In winter months, when these steamers call at St. John or Halifax they would continue on their journey either by the Intercolonial railway or the Grand Trunk Pacific, passing over the Quebec bridge, when it is built—meanwhile the present Government has bought a ferry by which to cross. But the point I wish to make now is this: If the Government is not operating the road—they are not even asking the Grand Trunk Pacific to take over the road—it is because they know full well that they have not fulfilled their obligation to the city of Quebec, in regard to the terminus at Quebec. It is quite possible to run a train from Winnipeg to Quebec, but the terminus in Quebec, as called for by the contracts with the Grand Trunk Pacific Company, is not completed. The line is completed in an indifferent way from the Quebec bridge to Champlain market, a station is being put up at Champlain market, but I do not know if it is finished yet. The contract was given before the last general election, it was taken away from the contractor, then after he had pulled down the old building—the old Champlain market—new tenders were asked and a new kind of building was designed and I believe