

in the summer? If he will ask the men who operate the Canadian Northern or the Canadian Pacific Railway, or the parties who run railways in Minnesota he will learn that their instructions to their subordinates are not to take out a train more than is absolutely necessary; to run the passenger trains even though they must be run at a loss, but not to carry a pound of freight if it can be avoided, because every pound of freight carried when the temperature is 25 or 30 degrees below zero is carried—no matter what you get for it—at a loss to the road. So you cannot expect any freight to be carried in winter. The only time when it would be possible to compete with the rail and water route would be in summer. The plan of my leader is the only practical plan. It is the plan that is seconded by every intelligent man, every intelligent man connected with transportation between this section and the North-west. The main point of that plan is to get your freight from the west by the cheapest way to the ports at the head of Lake Superior. There are already two roads running from the prairie country to the head of the lakes. They carry 30,000,000 or 40,000,000 bushels a year. Double track either of them and they can carry from Winnipeg to the head of Lake Superior 250,000,000 bushels a year. If you have means of carrying the freight to the head of the lakes there need be no difficulty in transporting it eastward. The plan of the leader of the opposition is upheld by Mr. Robert Meighen, who has been connected nearly all his life with the transportation business, and with buying grain in the west and bringing grain to the east. Having arranged to get your freight carried to the head of Lake Superior, encourage lines of steamers to bring it down to Georgian bay. Have elevators at the Georgian bay ports. Get two-thirds of the crop down during the summer, if you can, to the eastern shore of Georgian bay. Then, during the winter, you can take that by rail to Montreal, or, if possible, to St. John or Halifax. That is the only practical scheme. No one in his senses would think of carrying grain, whatever may be said by the right hon. gentleman, through by rail from Winnipeg to Quebec and from Quebec to St. John and Halifax. The road proposed by the right hon. gentleman between Quebec and Winnipeg may be useful for colonization purposes. If it is to be used as a colonization road, it may have grades of sixty or seventy feet to the mile, and, with those grades it can be built for one quarter of the money that it would be necessary to expend in order to secure grades of twenty feet to the mile.

At six o'clock, House took recess.

After Recess.

House resumed at eight o'clock:

Hon. Mr. HAGGART.

Hon. Mr. HAGGART. At six o'clock I was dealing with the practicability of the route between Winnipeg and Lake Nepigon; I was showing that it is almost impossible to obtain a route with modern gradients between these points. The report which has been brought down, as I stated before, is not a full report. It was seemingly prepared by an officer of the Geological Survey, and in it attention is drawn to a report of Sir Sandford Fleming in respect to the practicability of the route, but the reports of Sir Sandford Fleming are simply referred to, and not given in full. I might remind the House that the surveys in connection with the Canadian Pacific Railway took up the time from 1872 to 1878. The result of the surveys was the obtaining of a practicable route from Winnipeg to Lake Superior. The practicability of railway construction on the prairies was also established and three or four different passes, the Tête Jaune, the Pine River pass, the Simpson pass and the Peace River pass were shown to be practicable and good routes to the Pacific coast. In dealing with this question when it was before the House some time ago, I stated that the government ought to have a settled policy in reference to this matter. At that time an application was before parliament from the Grand Trunk Railway for permission to build a railway to the Pacific coast. I advocated the granting of that right to the Grand Trunk Railway, and I am in favour of it at the present time. My opinion was that that road should be built on a route entirely different from those which are now occupied by other railway roads. If you remember, Sir, I advocated at that time the construction of this road as far north as possible, and I thought that the least southerly route which could be adopted by the Grand Trunk Pacific Railway should be the route recommended by Sir Sandford Fleming, that is one that crosses the Red river at a town north of Winnipeg, then crosses Lake Winnipeg and proceeds towards the coast either by the Peace River pass, the Tête Jaune pass, the Pine River pass, or the Simpson pass. I think that there is room in this country for such development as I advocated at that time. That would not interfere with present enterprises, with the Canadian Pacific Railway or the Canadian Northern Railway. It would be a route which would open up an immense tract of country to the north of both of those lines. I felt that with the usual subsidy, or with the subsidy which is to be given to the Grand Trunk Pacific for the building of that railway a road could be profitably constructed by the people of this country. But instead of that we have a line which virtually parallels the Canadian Pacific Railway, virtually parallels the line which we have subsidized to Edmonton, for we cannot possibly have Edmonton an objective point of the Grand Trunk Pacific line and