

three railways to which I have referred. Yet the Postmaster General, with these fair, business-like methods of his, makes my scheme involve an expenditure of \$38,040,000 to the people without return, whereas similar propositions—the line from Moncton to Winnipeg for example—are dealt with by him upon an absolutely different basis.

He was troubled also with regard to my proposition because he said it would result in Americanizing the Canadian Pacific Railway. The Canadian Pacific Railway, he feared, would build its line from the 'Soo' to certain western connections and bring all its traffic through American territory. My hon. friend had better not distress himself very much on that point until he can make up his mind to vote for, instead of against, certain safeguards proposed from this side with regard to the Grand Trunk Railway. Here is a line of railway, the Grand Trunk Railway, which has one terminal in Chicago and the other in Portland. It has a great railway system in Canada, and it has done a good deal of work in developing Ontario, and I do not blame it for one moment for looking after its own interest with regard to its own terminals; but I say that the government and the people must also look after their own interests. When we insisted in committee of this House on imposing in this very Bill conditions and restrictions which would prevent the Grand Trunk Railway from taking the freight that may come over the Grand Trunk Pacific Railway and from carrying that freight to its own terminal at Portland, was my hon. friend the Postmaster General distressed at the prospect which now alarms him? No, he stood up and voted like a man to throw out the very resolutions that we proposed as safeguards to the people. This is the same gentleman who is anxious, almost to the point of distress, because forsooth he says my proposal will result in Americanizing the Canadian Pacific Railway. If he believed that, he did not appreciate my proposition, because I distinctly said that the Canadian Pacific Railway should have exactly the same running rights as it has at present over that road, in common, however, with the Canadian Northern Railway and the Grand Trunk Railway under the independent control of the government. The Canadian Pacific Railway would have no more cause than it has now to do what the Postmaster General suggests. It would have less cause because it would operate and send its trains over this road between North Bay or Sudbury and Fort William at a very much less cost to itself than is involved in the operation of that line at present.

My hon. friend the Postmaster General really excels himself when he comes to deal with the line from Port Arthur to Winnipeg. I had suggested that it would be wise for the government to give some assistance in providing one or both of the lines from Fort

William and Port Arthur to Winnipeg. I suggested that as a good business investment for this reason, that if you have a hundred million bushels of grain, as you may very soon have, for export, and if you can, by a fair expenditure, reduce the cost of carrying that grain by one cent a bushel, you will save the people one million dollars every year. Therefore I thought it right and proper that the government might spend two million, or even three million dollars in improving these lines, giving the government absolute control, reducing the rates, and by this means saving to the people possibly a million dollars per year. That was my proposition, but how does my hon. friend the Postmaster General torture it? He puts the cost of that proposal at no less a sum than \$26,263,549. He says that I propose to buy both these lines, that it will be necessary to buy them both. We would have to acquire, he says, the Canadian Pacific Railway between Fort William and Winnipeg, which would cost \$15,638,549, and the Canadian Northern, which would cost \$10,625,000, making a total of \$26,263,549. Then comes the following mysterious paragraph in his speech which appears in the revised 'Hansard' and therefore must have been carefully considered. I will give it to my right hon. friend the Prime Minister as a conundrum with which he can deal, when he comes to speak on this question, if he should speak on it:

Now the purchase of these different roads and the construction of two pieces would aggregate in all \$841,015,549.

I do not know really what my hon. friend was driving at, but he was about as near the mark as anywhere in his speech.

He is distressed also at the idea of this country using a railway to Fort William in rivalry with other roads. It would be disastrous, he says, to acquire a line from Fort William to Winnipeg and use that in rivalry with other roads. But will his memory carry him back four years, when he stood up and voted for a proposal to acquire the Drummond County Railway and running rights over the Grand Trunk Railway from Lévis to Montreal, for the purpose of operating that road in rivalry with the Canadian Pacific Railway and the Grand Trunk Railway? Now he is distressed because hon. gentlemen on this side suggest that, in the interests of this country; it might be advisable to grant aid to these two railways from Fort William to Port Arthur and Winnipeg. Why even if we did acquire a line of railway as part of the Intercolonial and operate it all the way from Moncton to Winnipeg in rivalry with the Grand Trunk Railway and the Canadian Pacific Railway, we would only be doing exactly what we are doing now with the Intercolonial. Is not the Intercolonial from Halifax to Montreal operating in rivalry with the Canadian Pacific Railway; and