

introduce into a single foreign market one single product of Canada on a more favoured basis than before 1896. But, trade is increasing. Yes. But it is altogether a false assumption that it has increased because of the better trade policy of the present government. It has increased in spite of their lack of enterprising trade policy. It has simply been the expression of the productiveness of the Canadian soil and of Canadian industry flowing in 99 per cent of the instances along the very same channels that this trade sought before these gentlemen came into power. They have not discovered the lands, they have not revealed the fertility of these lands, they have not developed the lands; every great used line of transport which we have had during ten years and which we have to-day was laid by their predecessors and was in going order when their predecessors gave over the reins of government. They have projected some routes of transport since, but up to the present their new routes of transport, developed along exactly parallel lines to the old, have not contributed one-hundredth per cent of the volume of traffic from the products of our lands and industries which have found their way into foreign markets. That is at least a sobering thought that these gentlemen might keep close at hand. To listen to the mover and the seconder of the address one would have thought that until the Grand Trunk Pacific was originated and put into course of fulfilment, that Canada had no great lines of transport in the west or in the east. One of these gentlemen was so enthusiastic as to say that the Grand Trunk Pacific was five years too late, and that when it was completed, there would be an end once and for all to anything like congestion of transportation for our products. Will that gentleman simply look at the map of Canada and follow it. Will he look at the lines of railway and transport from the lakes out into the western country, and trace upon it the line of the Grand Trunk Pacific. Will he look at, side by side with the proposed new line, the almost innumerable lines of transport which already permeate that country and will he not come to a somewhat sober conclusion as to what a very small part the Grand Trunk Pacific, when it is completed from the lakes to the rocky mountains, will play in carrying the mighty stream of products that is to be taken out of that country and brought into that country in the course of trade. Why, Sir, in this as in everything else there is an attempt to float into magnificent proportions what after all is but a very small part of the mere machinery of transport that Canada possesses. When this immense Transcontinental Railway was brought in full flush before this country, where was it supposed to go and what was it supposed to do? As an apology for the immense credits and expenditures of money by this

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country for this project, the Prime Minister and all his followers led the people to suppose that a great new unentered and hitherto undeveloped territory was to be opened up by the Grand Trunk Pacific. He, and the others, at that time seemed to have the idea—and the country adopted the project under the inspiration of that idea—that this road was to go outside of the beaten track and that it was to open up a new and undeveloped area in our Northwest. Look on the map at the located line on which the tenders are called for and on which contracts will be given. It traverses no new and undeveloped portion of Canada's great Northwest. Leaving the city of Winnipeg it gets to Portage La Prairie in some way or other, close beside or over the tracks of railways already built and running. Leaving Portage La Prairie it traverses the great Northwest through a garden, within ten or at the most fifteen or twenty miles from railways to-day running and serving the country very well indeed. Build it to Edmonton along its present located line and it is powerless to move a single bushel of wheat or take in a dollar's worth of product outside of a stretch of country some ten or fifteen miles on each side which is bounded at the present time by the Canadian Pacific Railway or the Canadian Northern, in territory which these two railways could have well served, and served without the addition of a single dollar's expense to Canada. Therefore, we must be sober in our statements with reference to the Grand Trunk Pacific. A good work it will do, but as to what it can do and will do in comparison with other roads, is altogether another question. The idea that it was to open up a new and undeveloped Northwest is entirely mythical; it is absolutely false, and yet the measure was adopted by parliament under that false assumption. Had it gone further south it would have tangled itself up with lines already built. Before it could have opened an undeveloped but rich tract of country it had to get north of the Canadian Northern Railway into that vast stretch running up into the Peace river, the opening up of which would have been some excuse for the extension of the credit of the country to it and for the millions of dollars that Canada gives towards the completion of that road. So much with respect to this transport question.

Nothing was said about the finances of the country. In the speech from the Throne, in the speech of the Prime Minister, the state of our finances was passed over very lightly. Do gentlemen opposite ever stop to think of the years into which they are heading; of the tremendous financial responsibilities which they are soon to take up, and for ten years to continuously carry, whether this country be prosperous financially or whether it be in depression. Do they know they are marching into the teeth of a financial problem which should make