

the Josephine mine, and down again 174 miles to the Soo. That road is completed so far as the roadbed is concerned; 110 miles of track yet remain to be laid. That could be easily done, and then the only thing that remains to complete the system to the Canadian Pacific Railway is the cutting out of the right of way and the building of 25 more miles of road. Once that is done, Mr. Speaker, it will reduce the distance between the town of Sault Ste. Marie and adjacent points, and Port Arthur, Winnipeg and the North-West Territories by how much do you suppose? Almost 350 miles—(hear, hear)—and a gentleman from Southern Michigan told me to-day that if that road were completed the greatest portion of its traffic would come from Detroit and other portions of Southern Michigan in a short cut through to Winnipeg and the North-West Territories. (Applause). That traffic at the present time goes by St. Paul and up that way to Winnipeg. But this short road from Sault Ste. Marie to White River would reduce the distance by over 300 miles, and we should get a very great deal of the Michigan traffic into the bargain.

Now, along this line of road, that portion that has already been built, this 64 miles, we find copper mines, iron mines, the ores of which are waiting to be hauled to the works. Take the Superior Copper Mines. I saw one of the owners of the Superior Copper Mine the other day, and he told me that they had on their dump pile 50,000 tons of copper ore waiting for this railway to carry it down to the smelter at the Soo. I am informed that they have at the Loon Lake mine alone 500,000 tons of ore in sight. We must provide a railway to transport this mineral to the mill. If we do not, we are not doing our duty by the people of this Province. (Applause).

The Proposition in Brief.

Now, Mr. Speaker, they have a proposition which is simply this: We are asked to endorse a note for \$2,000,000 for two years so that these Companies may go on. As security, they say: "We will give you the Algoma Central Railway, the Manitoulin and North Shore Railway, such of it as has been built. We will give you the fleet of steamers, and we will give you all the rolling stock, and together with that we will give you \$2,000,000 of the first mortgage bonds covering the entire industries in this Consolidated Company." Well, now, what does that mean? It means this: In rolling stock they have 918 cars on that system. Two hundred of these cars are steel ore carrying cars, capable of carrying 50 tons of ore. They are made by the Pressed Steel Car Company, and they are only three years old. They cost in the neighbourhood of \$1,600 each. Then besides that they have nineteen locomotives, the best that can be found on any railway system not only in Canada but in the United States, nearly all of them the best and most modern type of Baldwin machine, costing anywhere from \$18,000 to \$21,000 each. And now, let me observe in passing that of these 918 cars, 355 of them were manufactured in their own shops at the Soo, and not one car of the whole list of these 918 cars cost less than \$775.