

SUPPLY—TRANSPORTATION—*Con.*

*Graham, Hon. Geo. P.*—*Con.*

managed as the Toronto and Northern Ontario—4444. The I.C.R. never built as a commercial speculation—4445. Refuses to disassociate any one part of the Dominion from any other part—4446. The question of leasing or buying other lines and adding them to the government system—4447. The I.C.R. a great national asset in the management of which every man in Canada is interested—4448.

*Haggart, Hon. John G.* (South Lanark)—4448.

All that was expected of the minister was for him to have a general knowledge of the affairs of his department—4448. The question of transportation vital to the country; Canada's position such as to give her control of the transportation of the continent—4449. If we are to become a great dominating race we must take advantage of that position—4450. The deepening of the canals would involve an expenditure which would not be at all justifiable—4451. The statistical report not as full as promised, should contain information which it does not—4452. In order to make a show he charges to capital account every expenditure he possibly can—4453. When he administered the road the receipts equalled the expenditure—4454. The minister makes the bald charge that promotions and increases of salary are in the hands of the unions—4455. The dismissal or retention of men should be in the hands of the government; the question of rates—4456. The passengers who utilize our railways in Canada pay less than 2 cents per mile—4457. There ought to be something in the shape of railways left to private enterprise in the particular provinces—4458. The regulator of freight rates on the continent will in future not be the railway but the canal—4459. A bright future for the road, hopes it will not be controlled by any minor political influence—4460. Said the capital account should cease and expenditure be charged to the ordinary revenue—4461. Never heard that his leader advocated government ownership—4462. Nothing of the kind in the Halifax platform—4463.

*Lennox, Haughton* (South Simcoe)—4492.

Suggests some amendments to the Railway Act regarding connections between railways—4492. Accidents caused by broken rails. Quotes the Public Service Commission of New York State—4493. The time has come for a general revision of the Railway Act—4494.

*Logan, H. J.* (Cumberland)—4460.

The minister's speech filled with hope to those who live along the railway—4460. None but the densest would use Haggart's argument; revenue and expenditure very nearly balance—4461. Borden

SUPPLY—TRANSPORTATION—*Con.*

*Logan, H. J.*—*Con.*

went to the country in 1904 on the plea of building a railway from ocean to ocean—4462. Improvements on the I.C.R.; comparison of 1896 and the present conditions—4463. Quotes Borden at Owen Sound on the I.C.R.; high character of the employees—4464. Advocates a nine-hour day; the acquirements of branch railways—4465. Because of political pull the I.C.R. was built over the Cobequid Mountains—4466. The I.C.R. is not for the benefit of the maritime provinces alone—4467. In every speech in Ontario Borden was plainly advocating, not government management, but government ownership of railways—4468.

*Maclean, W. F.* (South York)—4484.

Macdonald's whole presentation was in favour of government ownership—4484. Haggart's views as to government ownership of railways at variance with his views as regards canals—4485. The question of nationalization in the British House—4486. Comparison between private and state owned railways altogether in favour of state owned—4487. Quotes Lloyd-George; effects in Germany and Italy—4488. Lloyd-George stated that all the arguments are in favour of a reduction of rates and of state owned railways—4489. Canada was committed to the principle of state ownership in the G. T. P. R.—4490. Takes up the question of passenger rates—4491. Let us extend the I.C.R. service and extended it across the continent—4492.

*Macdonald, E. M.* (Pictou)—4479.

The Conservative party have been irrevocably committed to the principle of government ownership of railways—4479. Quotes Borden at Halifax—4480. Every little rainbow means that they hope to get back to power some day—4481. The leader of the opposition has declared himself in favour of the construction of another transcontinental railway by the government; a clear issue—4482. The effect of the extension of the I.C.R.; necessities go from Ontario instead of from the States—4483. Would rather see the extension of the great transcontinental line into Nova Scotia—4484.

*Reid, J. D.* (Grenville)—4469.

No doubt the canals have been of great advantage to the people of this country—4469. But for canals the rates on grain from Fort William to Montreal would be 10 cents instead of 5 or 5½ cents—4470. The solution of the transportation question is to be found in the deepening of the Welland Canal—4471. Montreal another trouble with the transportation question—4472. The people are finding fault with the way these large expenditures are made—4473. The Premier stated that \$13,000,000 was all the G.T.P. Ry. was going to cost—4474.