

whatever with the Canadian Northern system. What does the Government of this country want railways on Vancouver island for? Can any one give a good reason for that? I am informed that there is on the Alberni canal, on the west coast of Vancouver island, a railroad which is only partly built, built on a sort of shelf. Those who are familiar with the Saguenay river will understand me when I say it is as if the railway ran along Cape Eternity or Cape Trinity on the Saguenay and was not connected with anything. There is where the telegram from the Hon. Mr. Oliver, of British Columbia, comes in. He says to the Government: "In taking over this system, remember you must finish the undertakings of Messrs. Mackenzie and Mann on Vancouver Island, in the province of British Columbia; you must finish such works as the Alberni canal." It is, I am informed, the most expensive road that could possibly be built, hanging on the side of perpendicular rocks for mile after mile, and not starting anywhere or finishing anywhere or connecting with anything. What would that construction cost this country? We all know that Messrs. Mackenzie and Mann, whatever people may say about them, were the greatest railroad builders that this country has ever seen. They could do more and get more work done for one dollar than others could for more money; certainly they could get more done for one dollar than the Government could get done for two dollars, or even three.

We are to inherit that part of the estate, and we must finish it. Hon. Mr. Oliver telegraphed to the Prime Minister asking: "How are you going to finish it? Where are you going to get the money for the purpose?" What guarantee have we that this Government will be strong enough to resist the province of British Columbia. I think I see the candidates of the present Government at the next election going about on Vancouver island guaranteeing that certainly the work of construction will be proceeded with immediately, because the Government is committed to it.

Now, how much will it cost to bring that road to standard? The main line of the Canadian Northern may be in good condition, but how much will it cost to bring that section up to the standard? It will require an immense amount of money. It will be found that much more will be expected of the Government than would be expected of a private company. Extensions will be asked for and will have to be granted, or that part of the country will turn against the Government, for a private com-

pany would erect ordinary railway stations. They would put up the station and say, "That is the best we can do and you have to be satisfied with it." But with the Government the case would be different. I can quote in advance what the people will say. The Grand Trunk Pacific and the National Transcontinental built stations which were much too good. I admit it, but why should we commit a similar mistake? I do not know how honourable gentlemen on the other side can say, "Oh, the stations on this system will not be any better than those on the National Transcontinental." I am telling you now that on the National Transcontinental the stations were much too big for the traffic to be done, and were much too good. They were built with Government money. But in the case of the Canadian Northern the Government will be doing the same thing, if it does not do worse.

Then, as to the service, the people will ask for more trains; they will ask that a train shall stop here and a train shall stop there. We know what takes place on the Intercolonial railway. There will be a repetition of that from ocean to ocean. When it comes to the erection of stations what kind of station will satisfy the city of Montreal, the great metropolis of Canada, and the head of the railway system of 9,513 miles? When they see the beautiful station of the Grand Trunk and the palatial station of the Canadian Pacific railway, what kind of station do you think the city of Montreal will want? There is \$14,999 available for the purpose, and what kind of station do you think could be built in the city of Montreal for that amount, to compare with the beautiful Canadian Pacific Railway station only 100 yards away? I hope honourable gentlemen will take this into consideration before voting on the subject, and they may perhaps then feel inclined to vote in favour of the motion by the honourable leader of the Opposition that we should have more information about this proposal, so that we may know what it means and how much money will be required.

With regard to equipment, the very best cars will be required. We know that on many branches of the Canadian Northern there are perhaps one or two engines and one train going up and down each day, or, as has been the case outside of Edmonton for years, a train going up one day and coming back the next day. Such arrangements accommodated the people to a certain extent, and the people had to put up