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 in Montreal will be hauled by the Grand Trunk Railway as far as they can haul it—in the summer time to Midland and Sarnia to be despatched by boat up the great lakes to Port Arthur, and in the winter time to North Bay and thence westward to Winnipeg if the freight is intended for Manitoba and the territories. But if it is intended for British Columbia how will it go? It will go just as it goes to-day. It will go by the Grand Trunk Railway to Sarnia or Windsor, thence to Chicago and thence by the Great Northern Railway to British Columbia. So, I say, and I say it with the greatest possible respect, that the more this scheme is examined, the more one looks into this scheme, the more one examines the details in connection with it, the stronger, the more indubitable is the evidence that this scheme has been hastily and inadvisedly entered into, and that the people of Canada cannot by any possibility reap the advantages from it which hon. gentlemen opposite fondly believe that they will reap. I say that we only need to examine the details of this scheme to be perfectly satisfied, unless we are hidebound partisans, that this scheme is not in the interests of the people of Canada and that even at this late hour it ought to be abandoned, because by a much smaller expenditure we can obtain greater, more lasting and more beneficial results for all parts of this country, whether the maritime provinces or the provinces of the great west.

Mr. WADE. Before you leave the chair, Mr. Speaker, will the hon. gentleman (Mr. Clarke) allow me to put a question to him which I propose to ask him now because I will not be here this evening?

Mr. CLARKE. Yes, certainly.

Mr. WADE. I understand that during the course of his speech the hon. gentleman stated that I was slated for a position immediately after the close of this parliament. Will he kindly tell me what the position is?

Mr. CLARKE. I will have great pleasure in answering the hon. gentleman's question if he will take his seat. I had the pleasure of reading that the hon. gentleman was slated to be chairman of the commission for the construction of the eastern section of this new transcontinental railway.

Mr. WADE. As the hon. gentleman does not care to do me any injustice I am sure he will be prepared to allow me to make a statement.

Mr. CLARKE. Yes.

Mr. WADE. I say that the statement is absolutely without foundation. I say that I have never applied for that position or any other position; neither has anybody on my behalf and no intimation has ever been made to me that I am to be offered any position at all at the close of this parliament.

Mr. CLARKE.

ment, or at any other time. On the contrary it is my full determination to run at the next election in Annapolis county and I purpose coming back here as the representative of the county. As a matter of fairness I want to say one word more. Another report in the same connection has been circulated by the Conservative press that my health was so bad that I would not be able to run again and that I would have to resign. It seems to me that these gentlemen are somewhat alarmed and that they desire for some reason or other I should not be able to run again.

At six o'clock House took recess.

After Recess.

The House resumed at eight o'clock.

Mr. E. F. CLARKE. Mr. Speaker, when you left the chair at six o'clock, I was endeavouring to make plain that the agreement entered into between the government of Canada and the Grand Trunk Pacific Companies in little or no way interferes with the carrying out of the original proposition made by the Grand Trunk Railway Company to the people of this country. I was pointing out, however, that the situation has been changed in this respect: that whereas, under the original proposition of the Grand Trunk Railway Company, the company itself proposed to finance its scheme; under the amended contract which we are now considering this paternal government has pledged the people of Canada to the responsibility of building not only from North Bay to Winnipeg, but also the extension eastward for some nine hundred or 1,000 miles. I was pointing out also, that notwithstanding this liability cast upon the people of Canada, no reasonable assurance has been secured that any substantial measure of benefit will accrue to the people of Canada as the result thereof. I was pointing out, Sir, further, that as far as concerns the west bound traffic which originates at Montreal, that traffic will be conveyed by the Grand Trunk Railway as it intended to convey it had it extended its system from North Bay to Winnipeg, or as it at present carries it by way of Chicago and the south shore. This country has assumed the liability of the construction of the Grand Trunk line from North Bay to Winnipeg, and so far as I can see, we are to reap no material advantage from it. It has been conceded in this debate, especially by the Minister of the Interior, that during the summer no appreciable benefit can come to us from the construction of this new road. In the course of his speech the Minister of the Interior practically admitted that fact, at any rate so far as the carriage of grain from the west is concerned. On the 6th inst. the Minister of the Interior said: (Hansard, page 814):

What I say is, that when the wheat gets to Port Arthur and Fort William it does not make