

millionaires, Messrs. Foley, Welch & Stewart, perhaps the greatest railway contractors on the American continent. These were the men who stood between the Government and the payment of the guarantees on this railway, which must do so much to build up the Coast cities of Vancouver and Victoria. Unfortunately the member for Alberni wanted to measure their corn by the Liberal bushel, but there was no reason to think that they would be as much astray in their estimates on the cost of this railway as the Liberals had been on the Grand Trunk Pacific. Sir Wilfrid Laurier had made the assertion that it would cost \$13,000,000, but the next day Mr. Fielding had changed it by saying it would cost \$54,000,000. Yet they had the latest statement of Hon. Mr. Cochrane that the cost of the road would run up to \$117,161,000, which with interest would bring the cost by January, 1912, up to \$236,000,000, and it was estimated that by January, 1924, it would have run up to \$258,000,000 or an average of \$143,000 per mile. No wonder these railways were hard to build under Liberal influence, and he might say with some graft, but as far as this Government was concerned, their railways would cost \$35,000 a mile and no more. There would be no open door so that it could be raised as in the case of the G. T. P.

RIGHT OF APPEAL

The member for Alberni had followed the example of his former leader in posing as a lawyer, and asking what would happen to the control of rates if it came up in the courts. The Government wanted rates so that their merchants could compete on even terms for the trade of the Peace River country or other territory with the merchants of Edmonton and cities east of the mountains. They had left the company the right to appeal to the Supreme Court, because they had no wish to be unfair, and as guarantors of the road they did not want them to operate at a loss. At the same time they had had it declared that this was not a railway for the general benefit of Canada because they did not want other transcontinental lines to go before the railway commission and declare that their rates were unfair. A few weeks ago in the Montreal Street Railway case the Privy Council had decided that they had the right independent of any railway commission to control the rates absolutely in their own province, so in this matter they were quite safe.

FERRY WILL FOLLOW

The member for Alberni complained that they were first making the agreements law and then going to the country afterwards. Surely he did not wish them to follow the example of Sir Wilfrid Laurier on the Reciprocity pact, or perhaps, he had a lingering hope that the result would be the same. He had also tried in a weak way