

have to take his chances before the electorate, as these gentlemen on the treasury benches will have to, sooner or later. They are setting the country at defiance, believing that the brute strength of their majority will carry them through; relying on having an immense majority in the province of Quebec; relying on the race cry again carrying that province, and relying on huge expenses in the maritime provinces to again muzzle Ontario and the Northwest. They have been adjusting their constituencies in the west; they have been judiciously locating the Doukhobors and Galicians in the hope that they will be able to stifle the vote of Canadian citizens. They say: it is true we cannot hope for much in the province of Ontario, but we rely on large majorities in some other provinces to silence the vote of Ontario. This railway scheme is not a business proposition. Do we not know that the promoters of the Grand Trunk Pacific Railway were told by the shareholders of the Grand Trunk Railway that they did not want the contract, because of the incuous it would saddle upon them of having to work this line from North Bay to Quebec, and pay three per cent on the cost of the construction of the eastern section. Last year the government assured us that this was a wonderful business proposition, and the expert of the government (Mr. Charlton), who we regret is not in his place owing to severe illness; he made statements which were absolutely opposed to common-sense, as to the grain of the west being carried over this road to the Canadian seaports. Whether they believe him or not, these gentlemen opposite were delighted to bask in the delusion that what the hon. member for North Norfolk said was correct. The castles in the air then raised by that hon. gentleman have this year been rudely smashed, as a house of cards.

The Minister of the Interior broke it down the other day when he stated that there was no possible prospect or chance of this railway ever carrying grain to any extent. He said that it was not to be expected, and that experience proved that we will have to follow the other system in force on this continent, and that the carriage of grain from Winnipeg to Moncton was an absurdity on the very face of it. True, in the winter some of it might be carried all-rail, but the bulk of the grain would be carried at other times and in other ways. In the United States the great bulk of the grain of the west has been carried by rail and water, yet this government last year announced that the policy of the United States for years past was not a proper policy, and that they were going to carry it all-rail from Winnipeg to Moncton. It is humiliating to the government to-day to have one of their members say that the plan advanced last year was all folly, and that the principle adopted in the United States is right and was to be carried out in this country. If

they are going to carry out the policy of the United States, what is the sense of spending \$150,000,000 for nothing else than for political purposes, what is the sense of going further east than North Bay, to which point the Grand Trunk proposed to go? At the Grand Trunk shareholders' meeting in London it was quite openly intimated that it was not anticipated the line would go east of a point north of North Bay. The Grand Trunk people have seen the success of the Canadian Pacific Railway and of the Mackenzie & Mann system of railways. The Canadian Pacific Railway has adopted the policy of carrying grain from the west to a point at the head of Lake Superior and then letting the owner ship it through to Buffalo or to Canadian points; all they desired was the carriage of the grain to the north shore of the lake. Millions and millions of bushels have been carried to the head of the lake, and thence freighted to Buffalo, to Georgian Bay ports and, by way of the St. Lawrence canals, to Montreal. I believe that the general opinion is that when the Grand Trunk get their line to Winnipeg they will not even build a line to Lake Superior, but will arrange for running rights over either the Canadian Pacific Railway or the Mackenzie & Mann system, because, if I mistake not, under the Act granting a bonus to the latter road, they have to afford facilities to other railways to run over their line on payment of a satisfactory rental. No man in his senses can believe that the Grand Trunk Pacific are going to build a line to parallel these two when they have a right to make arrangements which will lessen the cost of their transport and at the same time afford a revenue to the line owning the road. It is not even necessary for the Grand Trunk Pacific under this Act to make such arrangements; they can make running arrangements with some of the roads running through the northern states, and make Duluth their depot on the lakes. We know very well that this proposition was not the policy of the government as a whole; we know this, because the ex-Minister of Railways (Mr. Blair) made some very strong statements in the House some time ago. Mr. Blair went to the coast, I think in 1902, and on his return he expressed his views, and he was struck, as every hon. gentleman who visits the Northwest must be struck, with the vast possibilities of that unlimited area of prairie lands. It appeared to him that another railway was necessary. True, the Canadian Northern had not then been extended as far west as it is now, and there are many people to-day who think the Canadian Northern should have been treated more fairly by this government and should have been made a mountain line. However, it would seem the Mackenzie & Mann railway system had not a power behind the throne and have been unable to make any terms with this government. Consequently, they have the humiliation of having a line parallel to theirs built