

Speaking later, on page 12622 of the same Hansard, Mr. Borden quoted the above remarks, and said: "I adhere to that."

It is obvious to every person, except, apparently, Mr. Borden, that to advise the building of colonization railways, and at the same time to advise delay, is to ignore a notorious fact, that railways are the pioneers of settlement and that if a country is to be settled railways must go first. The Government policy is to build at once.

Assuming that a colonization road could be built between Quebec and Winnipeg for \$20,000 per mile, this part of Mr. Borden's plan would entail a further expenditure of \$28,000,000. He does not propose to go on immediately with this second line of his to the north, but it is part of his plan, as stated by himself; and adding this to the cost of his alternative scheme, we have a total expenditure proposed by the Opposition leader of \$161,523,000, just to prove, probably, the truth of his remark, "I am not afraid to spend money," and "the country is not afraid to spend money."

NOT ABLE TO UNDERSTAND EACH OTHER.

Speaking on this question, Hon. John Haggart, on page 12676 of Hansard of 1903, stated:

The proposition of my hon. friend (Mr. Borden) was to build colonization roads into that country according as its requirements demanded, with moderate gradients and equipment. In criticising that scheme, the right hon. gentleman (Sir Wilfrid Laurier) did not seem to realize the difference between building a road such as he contemplates, and one to be built gradually as settlement required, into that region which is described as so valuable by our friends opposite, in the northern part of Quebec and Ontario, and which would accomplish all the purposes for which it was needed, and would cost far less. The scheme of the right hon. gentleman simply means an expenditure four or five times that necessary to carry out the proposition of the leader of the Opposition.

It will be noticed that Mr. Haggart construed Mr. Borden's colonization policy as one different from a road "built gradually as settlement required." According to Mr. Haggart, the Opposition policy was not to build gradually as settlement required, and in so assuming, Sir Wilfrid Laurier, to whom he was replying, made a mistake. Now, let us see what Mr. Borden himself says about it. On page 12623 of Hansard of the same date, September 29th, 1903:

If you build colonization roads from the central portions of Quebec and Ontario into that northern country, you will keep settlement, as it advances, closely in touch with the people in the central part of the provinces, and in that way will be more likely to accomplish the colonization of that country. By this method you will attract settlers, and it is the only businesslike method that can be suggested.

Just before that, on page 12622, Mr. Borden had said:

I say further, that I believe that the best method of opening that country by colonization roads will be by building these roads gradually.

This is simply one of the glaring inconsistencies, and the inability of one leader of the Opposition to understand the policy of the other. Sir Wilfrid Laurier was using Mr. Borden's own words in describing a road to be built gradually, and yet Mr. Haggart got up and said the right hon. gentleman did not seem to realize the difference between a gradually constructed colonization road and the one which Mr. Borden contemplated, and Mr. Borden said he contemplated building these roads gradually." Mr. Haggart seemed to think that Mr. Borden did not understand what he was saying. Perhaps the public will agree with him.