

try does not take it over, and it does not go into the hands of the Canadian Pacific, where is the corporation in Canada that can take it over? Not one. And what is left? There is no choice in the matter. The Government is bound to come to the rescue of the people of this country. Financially involved as we are in that great undertaking, we are bound to come in and take it over. So much for the principle, and so much for the policy that we have adopted in this matter.

Now I propose to show that in taking over this road we are obtaining a valuable asset. The honourable member for Wentworth (Hon. Mr. Smith), who made a very practicable speech here yesterday, read from an able authority on railways, and I compliment him on doing that, for it is an authority worth quoting. I propose to quote from the same authority to show that we are getting a railroad that has been built for less money than any other in Canada, which I think is saying a good deal. I read from a paper by W. F. Tye, resident engineer, and formerly chief engineer of the Canadian Pacific railway. That would be a sufficient recommendation of him any where. He is to-day consulting engineer in Montreal, and one of the leading engineers on the continent of America, and that includes everything. In regard to the Canadian Northern he states:

A consolidation of the Grand Trunk, the Grand Trunk Pacific, Transcontinental railway and the Canadian Northern railway would give a well-balanced system. The Grand Trunk has an excellent system in the east, and has terminals in all large and important centres; the Canadian Northern has not. The Canadian Northern has a good system of feeders in the West; the Grand Trunk has not. Each is strong where the other is weak. Combining them must of necessity be the most economical way of handling the situation.

He goes on to say:

Such a combination would not require more than \$100,000,000 to provide it with sufficient rolling stock and put it in proper physical condition to compete with the Canadian Pacific—

And that is saying a great deal.

The saving in the capital cost would be at least \$300,000,000, and at the present rate of interest the savings on the fixed charges would be at least \$15,000,000.

When you consider the fact that the fixed charges on the Canadian Pacific are \$10,800,000, you will see what an advantage there would be in this, when it makes a saving of \$15,000,000 by that combination. He goes on:

The Transcontinental cost \$100,000 per mile. The parallel Canadian Northern cost less than \$50,000 per mile.

Now, if this report is true, and there is no doubt that it is, the Canadian Northern has been built for half the money that the Transcontinental cost, and this same authority tells you that in the Canadian Northern you have a railway equal in every respect to the Transcontinental line.

Hon. Mr. CLORAN: Nobody questions that the Canadian Pacific is just as good a railroad as there is in North America.

Hon. Mr. CROSBY: I am glad to hear my honourable friend say that. My honourable friend sometimes tries to talk about cost, but his arguments do not amount to much. I am not here to raise any question of cost. It is not a question of cost. There is not a dollar spent that we can get back, except by conserving the identity of the road and keeping it going. We intend to keep it going, and when the war is over and things go on as they must under normal conditions, we will get our reward, and we will feel all the advantage this Government has gained in taking over this road by the proposed policy, and saving the calamity which would have come to the country if it had been allowed to go into liquidation. Why talk about \$600,000,000? You might as well say \$7,000,000 or \$8,000,000 or \$1,000,000,000, for \$600,000,000 has no more to do with the cost of this road than \$7,000,000 or \$9,000,000 or \$1,000,000,000.

Hon. Mr. McSWEENEY: What do you give the cost at?

Hon. Mr. CROSBY: I do not give the cost at all, because when I speak I do so with authority, and there is no man who has as yet spoken on the other side who can give the cost of this road. But I do tell my honourable friend this, that an authority worth quoting says the Canadian Northern road cost \$50,000 a mile, while the Transcontinental cost \$100,000 a mile—a road for the construction of which he voted—and he surely should be satisfied with that. If the Canadian Northern cost half the money, then we cannot be getting much the worst of the bargain. I am not complaining of the cost of the Transcontinental road at \$100,000 a mile, for we will have to take over that road and link up those roads so as to give Canada the transportation which the country needs and must have. Every honourable member who is interested in the public affairs