

The harbour facilities of the inland lakes, rivers and Atlantic and Pacific ports.

The conditions with regard to the navigation of the St. Lawrence route, and, generally any improvement, enlargement or other matters affecting the more economical and satisfactory uses of any Canadian channel of transportation by land or water.

In making any such investigation attention should not be confined to routes and facilities which are at present utilized but, if necessary, new surveys should be made to determine whether any more economical and satisfactory channels of transportation by land or water can be opened up.

The forces operating against the attainment of all Canadian transport, namely,

Competition by United States railways;

Competition by United States vessels from Lake Superior ports; diversions of Canadian products through eastern outlets to Boston, Portland and other United States ports, should be investigated, and the best and most economical methods used by our competitors should be carefully studied and reported upon.

In these circumstances it devolves upon the Dominion government to consider and adopt the best possible means of promoting such measures as may enable Canada to control the transportation of its own products, and it is thought that the most efficient method of conducting such an inquiry and obtaining the required information is by means of a commission of competent and experienced experts.

5. That no such inquiry or investigation has been conducted or held and the 'required information' referred to in the Order in Council above quoted has not been obtained or laid before this House.

6. That this House is of opinion that the Intercolonial Railway and the Prince Edward Island Railway should continue to be owned and operated by the government of Canada.

7. That the government system of railways should be developed and improved in the province of Quebec and in the maritime provinces and should also be extended from Montreal westward to such point or points as will enable it to transport to eastern Canada and to our national ports on the St. Lawrence and on the Atlantic the rapidly increasing products of our great western country.

8. That by

(a.) Developing and extending the government system of railways either by the construction of new lines, or sections of railway, or by acquiring and improving existing lines of railway;

(b.) Securing under government control and direction or where expedient under government ownership, common haulage or running facilities in sections where one railway can usefully accommodate several systems;

(c.) Giving, if and where necessary, material aid by way of guarantee or otherwise, to railway construction in the great west, and to colonization railways in the older provinces.

(d.) Enlarging and improving our canal system, developing our magnificent lake and river routes and thoroughly equipping our national ports on the great lakes, the St. Lawrence and the Atlantic sea-board;

(e.) Perfecting a system of elevator warehousing, and creating free terminal facilities, and

(f.) Securing absolute and thorough control of rates in consideration for assistance thus given;

We would open up new territories, provide for our products the best and cheapest transport to the Atlantic and Pacific sea-boards, connect without delay the great railway systems of the

east and of the west, relieve any threatened congestion of traffic and secure the transportation of our products through Canadian channels while at the same time we would stimulate and promote interprovincial trade between the various communities by whom the cost of such national undertakings must necessarily be mainly borne.

9. That the management of government railways and of all railways under the control or direction of the government should be freed from party political control, influence and interference.

10. That for the purpose of accomplishing these results the government in accordance with the policy laid down in the Order in Council above recited should avail itself of the best expert advice and assistance before seeking to commit the country to expenditure upon any national transportation scheme or project.

The PRIME MINISTER (Rt. Hon. Sir Wilfrid Laurier). My hon. friend (Mr. Borden, Halifax) has devoted the greater portion of his not at all short speech not so much to an attack on the measure which is now before the House as to a defence of his own policy. It is rather significant that on the third reading of this Bill, which has been before the House for two months, the hon. gentleman should feel himself called upon to devote so much energy and so much time to defend a scheme which, in my opinion, he never was called upon to lay before parliament. The hon. gentleman seems to be conscious of the weakness of the policy which he brought to the attention of the country as an alternative, so he says, to the project of the government. I call the attention of the House to the fact that my hon. friend spoke, and his conclusion came after his speech, as night follows day, and his conclusion resembles his speech about as much as night resembles day; because, if you take the amendment and compare it with the speech, you will find that the amendment has no connection at all with the policy which we have heard dilated upon by the hon. gentleman.

Sir, if anything were needed to justify the policy which the government have introduced to the attention of the House and this country as a necessity of our present situation, there would be justification—nay, there would be complete vindication—in the attitude and conduct of the opposition from its initial step to this last stage. It was remarkable that in the debate which took place on the original resolutions introduced by the government—a debate which lasted some three weeks, in which the whole of the opposition participated from the leader down through all the ranks of the party, in which the policy of the government was subjected to microscopic and minute fault-finding, in which hon. gentlemen on the other side of the House vied with each other as to which could show the greatest ingenuity in splitting hairs and weighing grains of sand—the opposition as a whole never dared to concentrate their criticism in an amendment, so that we could have a line of cleavage clear and distinct between them and the government. It was no less remark-

Mr. BORDEN (Halifax).