

During this discussion we have estimated the prairie section at 1,000 miles. The hon. gentleman supported a short time ago a guarantee of bonds by this government to the extent of \$13,000 a mile, to the Canadian Northern Railway for some eight hundred miles; their line did not cross the whole prairie.

When you get to Edmonton, the point to which he is prepared to help the Grand Trunk Pacific Railway, you have reached a point some thousand miles west of Winnipeg. I presume that the hon. gentleman is prepared to aid the Grand Trunk Pacific Railway Company on the same scale as the Canadian Northern was aided, namely, \$13,000 a mile. If that is so, \$13,000,000 must be added to the cost of his scheme for the aiding of the Grand Trunk Pacific Railway from Winnipeg to the point in question. The hon. gentleman having got west of Winnipeg to the mountains the question arises, what next? There he expects a conjunction of the Grand Trunk Pacific Railway and the Canadian Northern and if those two roads are quite agreeable to building a railway from a common point to the coast let them do it, but if they are not prepared to do it, then the hon. gentleman is willing that

That Railway Should be Built at Once at the Cost of the Treasury of this Country.

These are his words :

"At some point on this side of the Rocky Mountains, there should be a common point, a junction, between the Canadian Northern Railway and the Grand Trunk Pacific Railway. From that on to the coast there should be one line. That line should be built by these companies, on such an arrangement as would give them joint control. Should there be any difficulty in coming to such an arrangement, the government should build that line itself and maintain control and give these railways for a term of years running powers over it."

Thus, Sir, he is prepared, unless the two railways will do it, to build a railway and to give running powers over it. The length of that railway will be 600 miles and no one will estimate the cost of the mountain section at less than \$50,000 a mile.

Mr. CLANCY. The hon. the Minister of Finance stated that the length of that section would be 480 miles.

The POSTMASTER GENERAL. I have not the figures of the Minister of Finance before me, but I understand that from this point at Edmonton it will be some 600 miles.

The MINISTER OF FINANCE. I did not say that it would be 480 miles from Edmonton.

The MINISTER OF FINANCE. That is not from Edmonton.

The Line From Edmonton.

The POSTMASTER GENERAL. Taking the length of the line from Edmonton to the coast at 600 miles, and estimating the cost at \$50,000 a mile, we will have \$30,000,000. Thirty million dollars added to the \$84,015,549 which

It Has Cost to Bring His Railway to Edmonton Makes \$114,015,549.

That is the cost of the extension of the Intercolonial Railway from Montreal to the coast, not including aid to the prairie section of the Grand Trunk Pacific Railway.