

it, you cannot carry freight on it either one way or the other, to a greater extent than you can now on the Intercolonial Railway. Leave well enough alone. If the country is rich and there is an immense surplus which it is necessary to expend for the purpose of justifying the enterprise and the aspirations of the young men of the country, the money can be expended in no better way than by cheapening transportation from one part of the country to another. That is what constitutes a nation. A nation which has cheap transportation from one part to another will eventually become a great manufacturing country. The question of transportation is the great question which should exercise the minds of the government of this country. Expend your money in a justifiable manner for the purpose of affording cheap transportation from one end of the country to the other, and you will do more good than can possibly be done in any other way.

I am with the right hon. gentleman when he says that time is of the essence in this country, that we should seize our opportunities, that if we allow five or ten years to pass it may be too late to secure what we want. The opportunities may then be gone elsewhere, and it may take twenty-five or fifty years to recover the advantages we may have lost. Those were always my ideas, and in that respect I am with the right hon. gentleman, but I do not believe in the scheme on which he proposes to expend so much public money. When the surveys from Winnipeg to Quebec come in, and when he finds it impossible to get the gradients he expects, I trust that he will abandon his scheme and resort to the plan proposed by my hon. friend, the leader of the opposition, of building colonization roads into that country. In my opinion, it will be impossible to get there the gradients which will enable us to compete for the carriage of heavy trade from the west. But I believe that in the northern part of Ontario even up to Hudson bay, and in the northern part of Quebec, there are immense tracts of country in which will be found valuable agricultural resources and mineral deposits. And because I look forward to the development of that country, I am opposed to a scheme which can only end in failure and thus retard the development we have so much at heart. What I object to is our entering into a contract with a company of which we know nothing, the Grand Trunk Pacific Railway, consisting of a couple of senators and some others connected with the Grand Trunk Railway for the purpose of building a transcontinental road. We have the statement of the Minister of Justice that he would take care that the Grand Trunk Railway was a party to the contract, and that members of the House of Commons and the Senate would not be allowed to participate directly or indirectly, in this scheme, or belong to the Grand Trunk Pacific Railway. While for the purpose of in-

corporation, it was necessary to have these parties apply for the Bill, yet when the contract was made between the Grand Trunk Pacific Railway and the government, he would see that no senator or member of the House of Commons was a member of that corporation. Well, I have not seen that the names of those senators and members were eliminated from the Bill. However, I promised that I would not deal with the details, but simply with the measure in its general features, and my opinion is that a more senseless contract it would be difficult to imagine. Fancy if hon. gentlemen opposite were in opposition and we proposed entering into a contract for an expenditure of an unknown sum of money, entering into it blindly, without surveys, without even a report from the Railway Department or any other department, without any estimate of the approximate cost of the undertaking, what a howl they would raise. I have entered my protest a couple of times already against this measure. I know what the result will be. I believe that the Moncton section must be eliminated. I do not believe that any government in its senses will undertake the construction of that line of road, and I believe that after the surveys are made between Quebec and Winnipeg and it is found what an enormous sum of money that section will cost, it will have to be abandoned, and the government will have to come to the proposition of the leader of the opposition, and build colonization roads into that country.

House divided on the amendment of Mr. Borden, Halifax.

YEAS :

Messieurs

Alcorn,	Lancaster,
Ball,	LaRivière,
Barker,	Lefurgey,
Birkett,	Lennox,
Blain,	McGowan,
Borden (Halifax),	McIntosh,
Boyd,	Morin,
Broder,	Osler,
Bruce,	Reid (Grenville),
Cargill,	Robinson (Elgin),
Clancy,	Roche (Marquette),
Culbert,	Sherritt,
Fowler,	Simmons,
Gourley,	Sproule,
Haggart,	Thomson (Grey),
Hale,	Tolton,
Halliday,	Wilmot,
Henderson,	Wilson.—37.
Hughes (Victoria),	

NAYS :

Messieurs

Angers,	Lavergne,
Archambault,	LeBlanc,
Beith,	Logan,
Béland,	Loy,
Bernier,	Macdonald,
Bickerdike,	Mackie,
Borden (Sir Frederick),	Maclaren
Bourassa,	(Huntingdon),
Brown,	Macpherson,