

000,000; this section, according to him, is to cost \$10,000,000, and therefore there are \$3,000,000 left to represent the country's cash out of pocket for all the rest of the government proposal. Let us see what this wonderful government and this wonderful Postmaster General are going to do with that \$3,000,000. I will give here an estimate, according to the Minister of Finance, of the rest of the proposal, and I will give also my own estimate.

The line from Quebec to Winnipeg, according to Mr. Fielding's estimate will cost \$41,300,000, but according to the Postmaster General's estimate of \$40,000 a mile for a line from Scotia Junction to Sudbury, which I adopt as fairer, it would cost \$59,000,000; the loss of rental and interest, according to the Minister of Finance, would amount to \$11,468,030 and according to my estimate it would be \$17,176,033. The mountain section, according to the proposal of the Minister of Finance, which I adopt for this purpose, would cost \$2,924,000. The Quebec bridge, according to the proposal of the Minister of Finance, and I accept his figures for the purpose of this part of the argument, would cost \$2,000,000. Therefore you have a total estimate of the cost of the balance of the undertaking, according to the Minister of Finance, of \$57,692,030, and according to my estimate of \$81,100,033. This is how it would stand:

	Fielding Estimate.	My Estimate.
Line from Quebec to Winnipeg.... .	\$41,300,000	\$59,000,000
Loss of rental and interest.... .	11,468,030	17,176,033
Mountain section....	2,924,000	2,924,000
Quebec bridge.... .	2,000,000	2,000,000
	\$57,692,030	\$81,100,033

But the Postmaster General is so much of a born financial genius that he is going to accomplish all this for \$3,000,000. The fairness, the moderation, the business-like nature of his claim are so obvious that I am inclined to leave the matter here. I would think, however, that if my right hon. friend the Prime Minister should ever have occasion to select a new Minister of Finance there cannot be the slightest doubt as to where the choice should lie.

My hon. friend the Postmaster General had various other objections of a more or less detailed character to my scheme. He objected to the buying of existing lines. He wanted to build lines and spend money; he thought the people of this country were very much opposed to the buying of old lines. I was under the impression, until I heard him speak, that he is a member of the government that bought an existing line from Lévis to Ste. Rosalie, and paid for it very much more than it was worth. Apparently he cannot be the same gentleman who so strongly advocated that scheme when it was submitted to this House by the present government. He characterized

Mr. BORDEN (Halifax).

my scheme as a 'patchwork scheme.' I think he used that designation several times in the course of his somewhat voluminous remarks. Let us see to what extent it is a patchwork scheme and to what extent all railway enterprises in this country are patchwork schemes, if this is one. My scheme contemplates the extension of the Intercolonial Railway to the Georgian bay, either by the purchase of an existing line or by the construction of a new line. Does that make the Intercolonial Railway a patchwork railway? If so, it must be very much more of a patchwork railway at the present time, because it only enjoys running rights from Ste. Rosalie to Montreal. My proposal contemplates the building of a line from Scotia Junction to Sudbury. Does that make it a patchwork scheme? Surely not.

Mr. HEYD. Does not the Canada Atlantic Railway run right through—Oh, yes; you are right.

Mr. BORDEN (Halifax). I think my hon. friend (Mr. Heyd) misunderstood me. I intended to suggest, and I believe I did suggest, that for the purpose of connecting the Canada Atlantic Railway line with the present Canadian Pacific Railway line between North Bay and Winnipeg, the most convenient route would be from Scotia Junction to Sudbury.

Mr. HEYD. All right.

Mr. BORDEN (Halifax). Surely that is not a patchwork scheme so far. Then my proposal contemplates the acquisition of this line from Sudbury, or from North Bay, if necessary, to Fort William, and the user of that line under proper and independent control by three different Canadian systems, and by the Intercolonial Railway. Does the user of this one line, sufficient for the purpose of three railways; does the user of this one line by three railways make this proposed scheme a patchwork scheme? If so what about the Canada Atlantic Railway at the present time, which runs its trains over the Grand Trunk Railway to Montreal? What about the Canadian Pacific Railway which runs its trains from Toronto to North Bay over the Grand Trunk Railway; what about the Dominion Atlantic Railway, in Nova Scotia, which runs its trains for 45 miles over the Intercolonial Railway, and has running powers for 15 miles more; what about the Intercolonial Railway itself, which runs its trains on the Grand Trunk from Ste. Rosalie to Montreal; what about the Canadian Pacific Railway, which runs its trains over several leased lines in this country; what about the Grand Trunk Railway, which, if I am not mistaken, does precisely the same thing? Are these patchwork systems? If these are not patchwork systems, then what I am advocating is not a patchwork system, and if my system be a patchwork system, then it is