

The 1,000 miles of Prairie Section required to connect Winnipeg with Edmonton would cost (according to the Opposition method of calculating cost), \$13,000,000.

Then, Mr. Borden has stated:

The fourth point on which I propose this policy is this. It will assist the Grand Trunk Pacific Railway, on reasonable terms, if they guarantee to build a line north of the Canadian Northern Railway, and as far west as Edmonton, or some adjacent point.

The same assistance as was given to the Canadian Northern Railway, \$13,000 per mile guaranteed, would doubtless be given by Mr. Borden to the Grand Trunk Pacific for the 1,000 miles which separated Winnipeg from Edmonton. This would mean another \$13,000,000, and at Edmonton he would still be 600 miles from the Pacific coast.

The Conservative estimate for the Mountain Section between Edmonton and the Pacific coast was stated in the House of Commons to be \$56,000 per mile. The exact distance between Edmonton and the Pacific coast cannot be exactly stated, and it has been a matter of dispute. Therefore, it may be called here 550 miles. The estimate of \$56,000 per mile as the cost of construction over the Mountain Section has been described as high. If it is placed at, say, \$48,000, then we will get the total cost of the Mountain Section at \$26,640,000.

The cost of Mr. Borden's alternative scheme has now reached the enormous sum of \$133,523,000. That is what it would cost to extend the Intercolonial Railway from Montreal to the Coast, and grant aid, as Mr. Borden said he would, to the Prairie Section of the Grand Trunk Pacific.

#### MR. BORDEN'S COLONIZATION ROAD.

Then, at a more distant date, Mr. Borden, as part of his policy, is going to build a colonization road from Quebec to Winnipeg, and as a further part of his scheme, as shown above, he was to develop all the waterways, and expend enormous sums on the equipment of the harbors of the Dominion, and still he has not provided for giving a more direct railway service to the Maritime Provinces from Quebec. As to the building of a railway from Quebec to Winnipeg, Mr. Borden spoke as follows:

So far as the line from Quebec to Winnipeg is concerned, I am not disposed to minimize the possibility of that northern country. Looking at the history of the great west, there may be a great flood of settlement into that country north of Lake Superior some day or other, at least up to a certain point west, but I do not think we know enough to justify us at present in saying that there will or will not be, because I do not know how far that country is capable of competing, in the early future, with the magnificent country we have in the Northwest. I have some doubts as to whether or not that great northern country may compete as nearly as we desire with the great western country. But I am not disposed to minimize its importance in any way, and to my mind the rational way of dealing with the proposed line from Quebec westward is this: First thoroughly exploit and explore that northern country, realize and understand its capabilities for settlement and colonization, and build such railways as these conditions and requirements demand. Build only after you have obtained the fullest possible information, and obtain that information with the least possible delay. You may find curious conditions surrounding you when you get into that country. You may find that the road which is the most direct line to the Pacific Coast will not be the road that will open that country for colonization. You may find it necessary to have a road running in one direction for colonization purposes, while any future line to the coast must take a very different direction. (Hansard, 1903, page 9002.)