

miles, Amos to Cochrane, 252 miles Cochrane to North Bay, then 360 miles from North Bay to Montreal, then 172 miles from Montreal to Quebec by Canadian Pacific railway—and consequently that man would have to travel some 922 miles instead of going 427 miles. If that is not a hardship on those settlers, I would like to know how anything could be much worse than to have to go that round-about way. If you reduce this to money, going by the short route from Amos to Quebec, at three cents a mile, would come in round figures to about \$13; but if you go the round-about way 922 miles at three cents, you would have to pay nearly twenty-eight dollars.

Then, again, if a man buys a return ticket at 5 cents a mile one way, going by the short distance would cost him about \$21, while going the round-about way—the way he has to go at present—it would cost him \$46. Hon. gentlemen who have been connected with colonization know that these settlers have to go to the department in Quebec to settle about their patents, and so on. I claim it is a great hardship that that part of the road between Amos and Quebec has not been opened up and kept in operation. The line is actually finished for that part of the road; it is fit to be operated, and I do not suppose a better road exists in Canada to-day, or perhaps elsewhere, than that very road. Of course, we are having a truce just now, and one cannot find fault, but the question has nothing to do with the war. I do not think the present Government has ever been sympathetic with the road, or have ever encouraged it. On the other hand, all the interests of Mr. Cochrane, the Minister of Railways, are in Ontario—in Cochrane, named after him; in Cobalt, and particularly in North Bay. Therefore, by making Amos tributary to Cochrane, North Bay and Cobalt, it brings that part of the business to that portion of Ontario, depriving Quebec of any benefit that might be derived by that traffic. While on this question, and to dispose of this question of distance at once—for it has been discussed several times in this House—by this Transcontinental railway, the total distance between Champlain market, in Quebec, and Water street, in Winnipeg, is only 1,350 miles. I would like hon. gentlemen to mark those figures and compare them with the distances on the road by which you have to travel now. If you are leaving Winnipeg now by the Canadian Pacific railway—the only road that has a through service to

Montreal—you have to go 1,412 miles to Montreal alone. Besides that, you have to go 172 miles from Montreal to Quebec, making a grand total of 1,584 miles as against 1,350.

Hon. Mr. DANIEL—Is the road completed between Quebec and Winnipeg?

Hon. Mr. CASGRAIN—Yes, it has been completed for some time.

Hon. Mr. DANIEL—The hon. gentleman stated that this is a Government railway, and is to be operated by the Government. I was under the impression that when it was built it was to be taken over and operated by the Grand Trunk Pacific. Can the hon. gentleman say why that has not been done?

Hon. Mr. CASGRAIN—I was coming to that a little later, but I would just as soon deal with it now. This road, as I said, belongs to the Government. It has been leased for 50 years to the Grand Trunk Pacific, and that lease has been guaranteed and endorsed by the old Grand Trunk Railway Company of Canada, with its \$187,000,000 of assets. But the Grand Trunk Pacific have already taken over a part of this road—the part from Winnipeg to Superior Junction. That part is 258 miles long, and was taken over more than 3 years ago; and I suppose the company would for that time be paying its proportion of interest on that part of the road.

Hon. Sir MACKENZIE BOWELL—That is not part of the Grand Trunk Pacific proper. From Winnipeg to Superior Junction, at the head of Superior—that is the direct road from Winnipeg to the head of lake Superior.

Hon. Mr. WATSON—No, to Superior Junction.

Hon. Mr. CASGRAIN—I shall answer that in a minute. The company has taken over some three years ago, that portion of the Transcontinental that never belonged to the Grand Trunk Pacific, from Winnipeg to Superior Junction, a distance of 258 miles. The part from Winnipeg to Superior Junction was part and parcel of the Transcontinental, and belonged to the people of Canada. The other part, from Superior Junction to Port Arthur, has been constructed by the Grand Trunk Pacific themselves, and they are operating that. Of the through line, the eastern half, east of Winnipeg belongs to the country and on this part the company ought to pay three per cent