

Mr. FIELDING. Is my hon. friend opposing the Quebec bridge?

Mr. COCKSHUTT. I will come to that shortly, and I will endeavour to show that it is a part, and a consistent part, of the Transcontinental project. But I say that whether or not the eastern section is a paying proposition, it becomes a liability of this country. Perhaps the hon. leader of the opposition was technically wrong when he said that the debt was increased by close upon \$200,000,000. but he was absolutely right if he said the gross debt instead of the net debt. The \$191,000,000 was what the leader of the opposition contended would be the cash expenditure of this country on this project. He did not for one moment say that the bond guarantee was a part of the cash expenditure of this country. Would any one who heard the proposition of hon. gentlemen opposite in the year 1903, that this road would be built for \$13,000,000, expect that in this year of grace we would be discussing in this House a vote of \$30,000,000 for this road for one year? The Finance Minister has told us that \$30,000,000 has already been spent on it and now the government ask us for another vote of \$30,000,000. Therefore the scheme was wrongly presented to the country. It is all very well for hon. gentlemen opposite to try to escape from the representations they made when the scheme was launched, but they cannot do it. They are there in 'Hansard,' in the public press and in their campaign literature; and everybody knows that in the last campaign the Grand Trunk Pacific Railway and what it was going to cost the country, were the principal subjects of discussion.

Now, as the campaign literature has been referred to, I am going to read a few lines from a pamphlet which was sent broadcast all over the country from this House by some one who I suppose spoke for the party. The Minister of Railways complains of headlines; let him read this headline in the campaign literature of his own party: 'A Transcontinental Railway for Thirteen Million Dollars.' Then it goes on to say:

The feature of the bargain in regard to which most of this is done is the financial arrangement. It is an actual fact, an indisputable fact, that \$13,000,000 will cover every cent of the country's expenditure in connection with the railway and that if \$3,853,502 cash were invested to-day with an insurance or investment company it would have grown large enough by the time the railway is completed to actually pay all the expenditures that the country will have to make. This sum seems only a trifle when it is compared with the 25,000,000 acres of land and the \$63,000,000 in cash and completed railway lines that Canada gave to the Canadian Pacific railway, but it represents Canada's total liability nevertheless.

What do they say of the hon. leader of the opposition's counter proposition? Were

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any of the allowances or deductions asked for by the Finance Minister made in the case of the hon. leader of the opposition? Not one. This is what they said on the Conservative proposal:

The presentation of the Borden alternative scheme to parliament constituted an admission of the necessity of a new transcontinental railway. According to the calculation of Sir William Mulock this scheme, however, would cost \$266,000,000.

These are the only figures that were given. No deductions were made on account of the acquisition of the Canada Atlantic Railway, running from Montreal to Parry Sound, which was a part of the proposition; no deductions were made on account of capital expenditure. Yet these hon. gentlemen come down to-day and make all the deductions in favour of their own estimates and figure that this country is only going to have to pay the interest on this debt. Surely the Minister of Finance will not let it go abroad that he claims that the Transcontinental Railway should be put on any other basis than that of the Intercolonial; and all the money invested in that railway was shown in the public accounts. The only point wherein he showed any difference between himself and the leader of the opposition, was in regard to the net debt being given by the leader of the opposition instead of the gross debt.

At six o'clock, House took recess.

After Recess.

House resumed at eight o'clock.

SUPPLY.

House in Committee of Supply.

National Transcontinental Railway — surveys and construction, \$30,000,000.

Mr. HENDERSON. What does the minister want \$30,000,000 for when he says the road is only to cost \$26,000,000?

Mr. FIELDING. You will have to give notice of that question.

Ocean and mail service between Great Britain and Canada, \$550,000.

Mr. FIELDING. This is a contract which the Allan Line holds and what they have in part sublet to the Canadian Pacific Railway.

Mr. FOWLER. To what extent have they sublet it?

Mr. FIELDING. I understand the arrangement is that the Allans put on the 'Virginian' and 'Victorian' and the Canadian Pacific Railway contribute the two 'Empresses,' so that associated they furnish a very good service. Payments are made on the basis of so much to each steamer according to her class; and as we get the services of a better class of steamers we