

our cities, and our farming districts will be side-tracked by this road. Toronto, London, Hamilton, Windsor, Guelph, Owen Sound, Meaford, Kincardine, Collingwood, Midland; the commerce of all these towns and cities, will be decreased in volume, and the reduction of their business interests will ensue. But we are told, that we will have a railway to Toronto by way of North Bay. Yes, we may have a branch line into Toronto, but all the same it means that Toronto is side-tracked, and any town in Canada that it was proposed to treat in such a way would fight almost to the death against it. If this line is successful it is not only going to injure our Ontario towns and cities, and our ports on the Georgian bay, but it will destroy the ports of Kingston and of Peterborough and the harbour of Montreal as well. It was said by the Minister of Finance, that a railway would be built from the main line to Montreal. Perhaps so; but Montreal will cease to be on the highway of commerce; Montreal will be on a branch line, and Montreal must lose a large portion of her present great trade. So it is with the other cities and towns in Ontario and western Quebec; the trade will be carried by them rather than through them, to their detriment if not to their destruction.

The MINISTER OF CUSTOMS. If the new railway does all that, it is going to be a great success.

Mr. SPROULE. Remember that I said 'if' it met all the expectations which hon. gentlemen opposite claim for it, and the expenditure of this enormous sum of money would not be justified unless that railway proves a success. In proportion, as it is a success, then it will side-track these cities and towns of Ontario, destroy our merchant marine on the lakes and destroy the trade now coming to our harbours. You must remember that the steamers plying on the lakes must have return cargoes, in order that they may be operated successfully. When the boats arrive at Owen Sound they tranship their grain to the elevators and they take the reaping machines, and the mowing machines, and the other manufactured products of the east, back to the markets of the west. At the present time these steamers have cargoes both ways, but if this line carries the grain from the west to the east, then our merchant marine can only have trade in one direction, and every one knows that such trade is not profitable.

The MINISTER OF CUSTOMS: It will not dry up the lakes.

Mr. SPROULE. Well, that is a kind of a side issue, and it seems to me that it does not require any high degree of intelligence to make such an observation. As between the scheme proposed by the government and the scheme proposed by the leader of the opposition, there is the important dis-

function, that the scheme proposed by the leader of the opposition, carries in its train none of the evils which characterize the project of the government. The scheme of the hon. the leader of the opposition, brings trade to our ports and builds up these ports; it assists Ontario; it assists our merchant marine, and it assists to build up our cities and towns, whereas the other scheme side-tracks them. There is another difference still. The scheme of the opposition will not cost half the money that the government scheme will cost, although the results from the scheme of the leader of the opposition will, in my judgment, be far more advantageous to the people of Canada. Surely if we can get as much good from an expenditure of \$60,000,000 as we can from an expenditure of \$150,000,000, it would be the part of wisdom to select the scheme which is the least burdensome upon the people of Canada. Then again, as regards our scheme, we are dealing with things which we know about. There is no uncertainty about it; every foot of territory which would be traversed by railways, as proposed by the leader of the opposition, is well known, and we have the data with reference to it in our possession. On the other hand, uncertainty, the want of knowledge; the indefiniteness of the information surrounding the government scheme, all alike condemn it, and ought to cause us to pause before we embark upon such a hazardous venture.

The Lake Superior ports are important to us; they have their elevators. The Georgian bay ports are important to us; they also have their elevators. If we build railways between Port Arthur and Winnipeg, we can bring down the produce of the great north-western country and put it into the elevators; and during the winter time it will be distributed to Ontario, to the extent to which it is needed there, and the rest will go eastward to the sea-board. But the project of the government does not contemplate the carrying of a bushel to the elevators on Lake Superior or the Georgian bay, but contemplates carrying everything to the eastern ports. Therefore it does not put the people of Ontario on the same level, so far as profits are concerned, with the people of the other portions of the country, and to that extent it is unsuitable. As I said before, the Canadian Pacific Railway is now double-tracking its railway between Port Arthur and Winnipeg. When that is done, there will be practically three railways into that country, because I am told that a double-track railway can carry three times as much as a single-track railway. There will be no danger of blockades in that country when the Canadian Pacific Railway and the Canadian Northern Railway are double-tracked and fully equipped. We have many lines of railway built in the North-west already, and we require many more. At the same time we want the east to go hand in hand with the west, because we need our