

posal. In the next place the proposal which I have made to the House takes into account the necessity of developing the great country north of Quebec and Ontario and it aims at accomplishing this by colonization roads built as the requirements of settlement demand so as to bring the newly developed regions into closer touch with the other portions of the settled provinces. It contemplates the necessity of building colonization lines into that country as the requirements of settlements may demand. We believe that the colonization of that country can be best undertaken and carried out by roads which advance gradually, but as rapidly as may be necessary, from the settled points in Ontario and Quebec into these northern regions as settlement proceeds and as these parts of the country are opened up. We do not believe that a through road, a road designed for the carriage of through freight can accomplish colonization and settlement in those portions of the country as rapidly as roads built for the purpose and constructed along the lines which I have already indicated. In the next place my proposal aims at bringing immediately two great railway systems of the west and three great railway systems of the east into almost immediate connection with each other over Canadian territory. The Canadian Pacific Railway, one of the systems of the west and of the east has of course already connection along the north of Lake Superior. The utilization of a line so built will enable the Grand Trunk Railway in the east and the Canadian Northern Railway in the west to get the connection with other portions of the Dominion which it is eminently desirable that these two roads should have. In the next place my proposal aims at the development of our railway system not only through the unsettled northern portions of the provinces of Ontario and Quebec but also through the settled portions of Ontario and Quebec which in many respects are in need of further railway development in order to give them that position in connection with the commerce of this country to which they are reasonably entitled.

When we can have the commerce of this country carried cheaply by the great lakes and through the settled portions of the provinces of Ontario and Quebec to the ports of Montreal and Quebec and the maritime provinces: it is not desirable that we should enter into the experiment of building a railroad through northern Ontario and Quebec, with the idea of making it answer the purpose of a short through transportation route, as well as the purpose of a colonization road. We have every reason to believe that this railroad cannot fulfil these two conditions; but by extending the Intercolonial Railway, which is already of so much importance to the people of the maritime provinces, to the shores of the Georgian bay and, if necessary, further west, even

to the Pacific ocean; we bind together the whole of Canada by a road which will be owned by the people themselves and over which they can have control. And lastly, Sir, I may say that the extension of the Intercolonial Railway, even to the shores of the Georgian bay, must necessarily—for the reasons I have stated over and over again, and which are so succinctly stated in the letter of Mr. Meighen—must necessarily bring a very considerable portion of the western traffic, not only to the ports of Montreal and Quebec, but also to the ports of Halifax and St. John. I am sorry to have detained the House at so great length, and I will bring my remarks to a conclusion by moving the amendment, notice of which has already been given by my hon. friend from Jacques Cartier (Mr. Monk). I beg to move, seconded by Dr. Sproule:

That all the words after 'that' in the main motion be left out and the following substituted therefor:—

1. It is not expedient to ratify the agreement set forth in the schedule to the Bill now before this House entitled: An Act respecting the construction of a National Transcontinental Railway.

2. That the government has failed to lay before the House such information as would justify parliament in committing the country to the agreement as a whole and especially to that portion of the agreement which provides for the construction of nearly nineteen hundred miles of railway constituting the eastern section of the railway therein mentioned.

3. That the government in declaring its policy in the speech from the Throne at the opening of the present session gave a direct and specific pledge that it would immediately appoint a commission of experienced men to report on the whole question of transportation and terminal facilities.

4. That in pursuance of this pledge the government on the 19th day of May, 1903, by an Order in Council touching the questions affecting transportation in Canada further declared its policy in the following words:—

'The questions to be considered are complicated and involved, including among the objects to be sought the transportation of western products from place of production to the markets of the world.

This involves the consideration of their transportation:—

From place of production to Canadian seaports.

From place of production to the western ports of Lake Superior.

From the western ports of Lake Superior to Canadian seaports.

From Canadian seaports to Europe.

From place of production through Canadian ports on the Pacific.

As it affects the products of the eastern provinces of Canada it involves their movement:—

To the seaports.

From the seaports to Europe.

It is obvious that before any satisfactory conclusion can be reached upon these questions a thorough and comprehensive inquiry should be made regarding:—

The conditions of original shipment and the possibilities of improvement in the conditions surrounding such shipments.

The storage requirements of lake, river and ocean ports.