

What Mr. Borden's Railway Policy would have Cost.

The distance from Montreal to Coteau is 37 miles. To construct a road through a thickly settled, rich territory like this would, at the least estimate, cost \$35,000 a mile, or \$1,295,000. Assuming that the cost would not exceed \$30,000 per mile, we have an expenditure of \$1,110,000. Mr. Clancy, the Conservative member for Bothwell, placed the cost of this piece at \$1,200,000.

The next step would be the acquisition of the Canada Atlantic Railway, a road 342 miles in length. It is well known that the Canada Atlantic Railway cannot be purchased by private parties for less than \$16,000,000, or more, and it would not cost the Government less than \$18,000,000.

Then, Mr. Borden was going to build a railway from Depot Harbour, or Scotia Junction, to Sudbury. This would pass through a country similar to that in North Ontario, where the Government estimate is \$35,000 per mile. Assuming that it could be built for \$30,000 per mile, the cost of that link would be \$3,600,000.

Then, Mr. Borden proposed to buy the Canadian Pacific Railway from North Bay to Fort William, and to spend money on the improvement of it. The cost of this would be, approximately: North Bay to Sudbury, 70 miles at \$30,000 per mile, \$2,370,000; Sudbury to White River, 304 miles at \$35,000 per mile, gives an expenditure of \$10,640,000, as the Canadian Pacific Railway would not certainly sell that portion of their road at less than cost, and the figures given here represent approximate cost. To make a long story short, however, we have the railway expert of the Opposition, Hon. John Haggart, ex-Minister of Railways, placing the cost of the 634 miles from North Bay to Fort William at \$60,000 per mile. This would make that portion of Mr. Borden's scheme cost \$38,040,000.

Mr. Borden proposed to acquire control over both the Canadian Pacific and the Canadian Northern from Fort William to Winnipeg, a distance of 850 miles. This must involve the purchase of both of these lines. He also proposed to reduce the grades of the Canadian Pacific Railway, which would be necessary to enable that track to accommodate the extra traffic between North Bay and Fort William. That is estimated to require \$3,000,000. He also proposed to reduce the grades of the Canadian Northern Railway, a piece of work estimated to cost \$1,500,000.

Mr. Borden outlined his scheme as one for a continuous line of railway from Montreal to Winnipeg, which was to accommodate with running rights other roads, and thus carry the entire traffic from west to east, and vice versa. He has now only got as far as Fort William, and to acquire control of the Canadian Pacific Railway and the Canadian Northern Railway, the two existing lines running from Fort William and Port Arthur to Winnipeg, he would have to purchase both the lines. The Government of Canada built the Canadian Pacific between Fort William and Winnipeg, and paid for its construction \$15,638,000. It was afterwards given as a gift by the Conservative party to the Canadian Pacific Railway Company. The purchase of the Canadian Northern from Fort William to Winnipeg would cost \$10,625,000.

Under this scheme the C. P. R. could discard using the line from Winnipeg to Fort William and divert their traffic to Minneapolis, St. Paul, Duluth, Superior City and other United States cities and ports.

Mr. Borden has now arrived at Winnipeg from Montreal, after an expenditure, under his scheme, of over \$93,000,000. Up to this point his road has not opened up for settlement an additional square mile of country. It would not cover a single mile that is not now either built or building. There are at the present moment two companies constructing railways between Sudbury and Depot Harbor, the termini of the Canada Atlantic Railway.