

would go to Liverpool cheaper via Hudson bay than by any other route.

What the government ought to do in reference to the transportation problem is to provide facilities to reach the port. Then they should do what my hon. friend says is easy; they should see that the navigation on the upper lakes is sufficient for the purpose of carrying the products of the west to ports in our country for transshipment. I have no hesitation in saying that so far as the North-west Territories, Manitoba, Ontario, and the greater portion of Quebec are concerned we look to the port of Montreal as the port from which we must ship the produce of this country. Build then, if necessary, as my hon. friend says, lines of railway from Midland or other Georgian bay ports to the port of Montreal. I believe that the Canada Atlantic Railway, the Grand Trunk Railway and the Canadian Pacific Railway, in this section of the country, are bringing the grades down to four-tenth grades, or a little over twenty feet to the mile, which is the standard low grade of the country. When this is accomplished, with plenty of tracks from Midland, or from some other place on the Georgian bay, to Montreal, with a proper system of port dues, abolishing them altogether if necessary in Montreal, with that the harbour of Montreal improved, and with the St. Lawrence deepened and properly lighted, you will have provided a proper system of transportation, and the system of transportation that the people need. With the expenditure that you are making for this entirely useless line of railway from Winnipeg to Quebec you could furnish these facilities five times over that are necessary for the trade of the country. If this country to the north of us is developed, if minerals are found and if water-powers are utilized, or if any of its other resources are turned to account, let the country be opened up by colonization lines of railway, but on no account build this road for that purpose. The right hon. gentleman says that the road would be constructed with the lowest possible kind of grades. What does he know of the contour of the country between Winnipeg and Quebec? It may be impossible from the contour of the country to get the best grades which are necessary for a freight carrying road and which are grades of twenty feet to the mile. This is taking a leap in the dark. I expect, and I think that the Grand Trunk people believe that in the end, when the government come to examine this railway, when they come to know the expenditure that will be entailed, they will give up the project and there will be no such road built as the one proposed from Winnipeg to Quebec. The Grand Trunk Railway Company do not want it, nor do the people of Canada outside of Quebec. I grant that there is a feeling in the maritime provinces that probably the trade of Manitoba and the North-west Territories will go by way of

Quebec over the bridge and then by this new line to Halifax and St. John. There is no probability of that. The eastern traffic may go in that way and the goods imported from the old country for distribution in that section of the country may pass over the road. The traffic will be only one way, but as to the heavy produce of the west, I think it is entirely improbable that it will go down over that road. The right hon. gentleman spoke about the ambition of the people of this country to have a road through their own territory. I am with him in that. We have one line through our own territory at present—the Intercolonial Railway. We have a shortening of that line to St. John by way of the Temiscouata branch. It is true that the grades on that road render it almost useless for transportation purposes. Then, there is a line from the terminus of the Temiscouata Railway to St. John. I am with the people of the maritime provinces in the desire to have a road through our own territory, because, when a foreign country commands the exit or entrance of freight to another country the transportation of that country is virtually under the control of the foreign country. I am with the right hon. gentleman in the desire to have our produce shipped through our own country. But, we can do that without going to the expense that he proposes, without making a port the exit from this country which nature never designed it should be. I would like to emphasize the fact that the ocean port of the North-west Territories and Manitoba is the head of Lake Superior and that I believe that in future the port of shipment for the products of that part of the country will be on the Hudson bay. The transportation policy of this country ought to be to improve the navigation on the lakes and through the canals, to increase the transportation facilities by improving the waterways from the head of Lake Superior to the port of Montreal, and then improve the St. Lawrence river so as to render its navigation as safe by night as by day. We could have a string of electric lights from Montreal to Quebec at very little expense. There will be no need of pilots after this has been done. Any man on board a vessel could take it down night or day and the St. Lawrence river could be made as safe and navigation from the port of Quebec as easy as from a port right on the Atlantic where all a vessel has to do is to draw outside the bar to the broad Atlantic ocean. Our country has been blessed with advantages superior to any on the continent of America. After the old French explorers discovered the St. Lawrence they made use of two great highways on the American continent as a means of transportation from the North-west. These great highways were the St. Lawrence and the Mississippi rivers. The St. Lawrence river offers unrivalled facilities for the movement of our commerce. We are blessed by Providence with a coun-

Hon. Mr. HAGGART.