

from the Canadian Northern railway a little branch line seven miles long for \$175,000 on which the estimated repairs are \$11,000. Here is over \$800,000 uselessly spent on terminals of a road that the hon. gentleman admits is not worth exploiting, when the Government actually possessed adjacent to the Quebec bridge enough land for the next 40, 50 or 60 years to come, to build the necessary terminals. But, of course—we are not in the secrets of the gods—more land was wanted to favour certain factions in the city of Quebec, and the difference of grade between the land purchased by my hon. friends opposite and the Quebec bridge is exactly 120 feet, and the estimated cost of hauling a car from the lower grade to the upper grade is \$3. Does it not strike hon. gentlemen opposite that if this money, instead of being uselessly spent, had been spent in the exploiting of the railroad, had been spent relieving those that cry to-day because they went out in the forest to try and make our country bigger, to try and make a part of that country prosperous, a country with a great future—instead of spending that money and throwing it into private pockets, into pockets of speculators, wire pullers and politicians, it would have benefited the country much more, if that money had been spent even at a loss—the loss would not have been near \$800,000—and the expenditure would have carried a great deal of relief to the unfortunate settlers at Abitibi.

Hon. Mr. LOUGHEED—My hon. friend from Mille Iles (Hon. Mr. David) has placed on the Order Paper a motion reading as follows:

That an humble address be presented to His Royal Highness the Governor General, praying that His Royal Highness shall submit to this House copies of all petitions to the Government, or any member of the same, and of all correspondence and documents in connection with the discontinuation of the trains of the Transcontinental between Abitibi and Hervey Junction.

This discussion—I do not know whether or not to call it a debate—seems to have resolved itself into a very vigorous attack upon the Government of the day, for some reason or other not quite apparent.

Hon. Mr. WATSON—And the Railway Commission.

Hon. Mr. LOUGHEED—One would fancy that this road had been in operation for a considerable number of years. One might imagine that during that length of time the

land along the railway extending over about 1,800 miles had been thickly settled with a prosperous and a happy people, and that quite suddenly, without the slightest intimation, the operation of the road ceased and this prosperous and numerous people were at once plunged in the depths of despair and adversity by reason of some action on the part of the Government in not operating the road. But, gentlemen, this road was in the hands of the contractor until last autumn, until the beginning of winter, between Quebec and Cochrane. Immediately upon completion of the road, that is to say, upon the completion of the work to be done by the contractors, the Minister of Railways—the proper official in that behalf—proceeded to make a personal inspection of the entire road between the city of Quebec and Cochrane; and he found along the road two conditions, one of which was a fairly large settlement in the vicinity of Amos, probably not more than a thousand settlers. He at once proceeded to make provision within reasonable bounds respecting those settlers. My hon. friends in Quebec, including the Quebec Board of Trade, and all other intelligent bodies and individuals, would surely not expect the Government of Canada to open up the whole of this system of railway and subject the country to the enormous expense which would be involved in operating some 1,800 miles of road in order to meet the requirements of those who had settled during construction at, say, one particular point along that road. The contractors, who had the right to operate the road during its construction, found to their very great disadvantage, notwithstanding the rights which were given them to operate the road, that any operation was carried on at a very serious expense and loss to themselves. The Government at once proceeded, when the point was reached when they could intervene, to investigate the conditions to which I have referred and to give the necessary assistance to those settlers. Now, what has that assistance cost? We must not overlook the fact that this road was not built to be operated by the Government of Canada.

Hon. Mr. WATSON—Hear, hear.

Hon. Mr. LOUGHEED—This road was built to be operated by the Grand Trunk Pacific.

Hon. Mr. WATSON—Hear, hear.

Hon. Mr. LOUGHEED: The Government took all the necessary steps to induce the