

ernment of the province of Manitoba, which, in return for aid granted to railways, obtained stipulations in the form of a contract as to the control which it should exercise over rates. We are told that certain very low rates are to prevail upon this road from Winnipeg to Quebec, or to Halifax, or St. John, but when any suggestion is made that some stipulation should be placed in the contract as to the actual amount of these rates, that there should be some guarantee to the people of this country that the rates so suggested shall be the rates at which the products of the west shall be carried over the road, we are met at once by the government with a refusal to insert any such stipulation in the contract.

The next criticism which ought to be made upon this railway policy of the government is that it aims by means of a short continental route to develop at the same time the great northern country of Ontario and Quebec for colonization purposes. I have pointed out that the development of the country for colonization cannot be accomplished by the construction of a short through route, and I believe that to be the fact, because a short through route, even if practicable for the purpose indicated from Winnipeg to Quebec and Moncton, is not likely to be, in fact cannot possibly be, the kind of road which would best be suited for the development of a country for colonization purposes.

Further than that, the proposal of the government pledges the credit of this country to the extent of between \$100,000,000 and \$150,000,000 for the construction of this railway upon data absolutely insufficient and utterly wanting in the important details that we should have before an enterprise of this kind is entered upon. The construction of this railway from Winnipeg to Quebec and Moncton as a grain carrying road can only be regarded at the present time as an experiment, because we have not that accurate information that such a road can be built for the purpose with any hope of its being operated upon a reasonable basis. We cannot believe that such a road can be constructed at such a cost as would result in rates that would meet those by the lake and rail route.

In regard to the alternative proposition which has been suggested by myself, I want to say in the first place that it does not propose to proceed with any measure of railway extension until ample information has been obtained on all essential points. It was made a condition precedent to the proposal that I submitted to the House that we should secure the best expert advice and assistance before proceeding with so great a scheme as this. In the next place, I say that it secures effective control of rates as far as the commerce between the east and the west is concerned by the extension of the Intercolonial Railway to western points. In the fourth place, it aims

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at utilizing and developing the great inland water ways of Canada and demands equipment as speedily as the resources of the country will permit of the Georgian bay, St. Lawrence and maritime ports. In the fifth place, the Intercolonial Railway having been extended at a great cost to Montreal, my scheme aims at giving it further extension towards the west to such points as will enable it to secure western traffic and looks to the ultimate extension to the Pacific coast. I wish to say that I have the support of two very important members on the other side of the House as to the extension of the Intercolonial Railway westward. In addressing this House during the last session the hon. member for Saskatchewan (Mr. Davis), as will be found at page 3676 of 'Hansard,' spoke as follows:

I believe that the government made a mistake in not having bought the control of the Canada Atlantic Railway some time ago. The Intercolonial Railway should have been extended from Montreal to Depot Harbour on the great lakes so as to give an outlet by the government road from the great lakes to the sea-board.

Exactly the policy which I have been advocating in this House during the discussion upon this Bill, and exactly the policy which was put forward by the ex-Minister of Railways and Canals (Hon. Mr. Blair) in regard to future railway extension in this country. Further than that, my hon. friend from Westmoreland (Mr. Emmerson) also spoke along the same lines. I find at page 8741 of 'Hansard' of this year that in speaking in regard to this very measure he used the following language:

But there is one thing I do wish to say, and that is in connection with the proposition made by the hon. ex-Minister of Railways and Canals (Hon. Mr. Blair) in regard to the extension of the Intercolonial Railway to the Georgian bay, in order that that railway might participate in the traffic which comes over the lakes. I have a strong sympathy with that idea; but I recognize that this scheme is in no sense a barrier to the final carrying out of that great project.

An hon. MEMBER. Hear, hear.

Mr. BORDEN (Halifax). Well, if it is in no sense a barrier to the carrying out of that great project, and if the extension of the Intercolonial Railway is a part of the project of the government, I trust that the hon. Postmaster General, or some hon. gentleman on the other side of the House, will be good enough to add to the cost of the government proposal the cost which they have already assigned to that part of my proposal which contemplates the extension of the Intercolonial Railway to the shores of the Georgian bay. As has been suggested by some of my hon. friends around me, I imagine that the cost of that part of my proposal, when it comes to be investigated from the standpoint of hon. gentlemen opposite will be found to be very much under the sum of \$15,000,000 or \$17,000,000 which has been so assigned by the hon. Postmaster General in connection with my pro-