

6. The fourth point on which I propose this policy is this, it will assist the Grand Trunk Pacific Railway, on reasonable terms, if they guarantee to build a line north of the Canadian Northern Railway, and as far west as Edmonton, or some adjacent point. (p. 9284.)

7. At some point this side of the Rocky Mountains there should be a common point, a junction between the Canadian Northern and the Grand Trunk Pacific Railways; from that on to the coast there should be one line. This line should be built by these companies, by such an arrangement as would give them joint control. Should there be any difficulty in coming to such an arrangement, the Government should build the line itself, and maintain control, and give these railways, for a term of years, running powers over it. There is no reason why we should build competing lines through the Rocky Mountains, but there is reason why we should build the Grand Trunk Pacific Railway into the west, because the west is developing rapidly. But from some point near Edmonton to the Pacific Coast, there should be one railway. If these two great corporations, the Canadian Northern and the Grand Trunk Pacific, or the Grand Trunk Railway, as it is in fact, had equal running powers over the line to the coast, under independent control, by that means you would have, in fact, three transcontinental railway lines in Canada, and I think you would have the transportation problem in Canada settled as to its main features for the next twenty-five years.

8. I have some doubt as to whether or not that great northern country can compete, as early as we would desire, with the great western country. But I am not disposed to minimize its importance in any way, and to mind, the rational way of dealing with that road from Winnipeg to Quebec is this. To thoroughly explore and understand it, and then to build that line from Quebec to Winnipeg as a colonization road, according to the requirements of the people and colonization demand. (p. 9295).

9. The next point to which I refer, is one upon which I think there should not be two voices in this House or country. Thoroughly equip our Georgian Bay ports, our national waterways, our St. Lawrence route, and our ports on the Atlantic Coast. Give them the terminal facilities which shall enable them to compete with the American ports, free terminals. Give them terminals on the Georgian Bay, both on the east and west coasts, develop the waterways on the St. Lawrence route, develop the facilities at Port Colborne, exploit the harbor at Montreal, and make that a national port, a free port in the true sense of the term. Do the same with regard to the port of Quebec, with regard to the port of St. John, with regard to the port of Halifax. The people of this country are not afraid of spending money, if it is spent in a sane and reasonable way. (p. 9296.)

The above extracts prove out of Mr. Borden's own mouth, that he said he would do what is here stated he proposed to do. Then, the question arises, what would his schemes have cost?

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