

have to wait from December, when navigation is closed, until next spring before they can again resume their shipments. That is an abnormal position for the people of the West, it is an abnormal position for the people of the East. It is abnormal for the people of the West in this, that the Canadian Pacific Railway and the Canadian Northern Railway, which has just come into operation, are not able to secure enough rolling stock to accommodate the shipments of wheat. It is obnoxious to the people of the East because for these three months they are starved of rolling stock and are told by the railway companies: We have transferred all our rolling stock to the West in order to transfer the crop to the head of Lake Superior. Therefore we have a condition which is abnormal and which is not satisfactory to the country, and we want, as far as we can, to relieve that condition of things and to make possible the transportation of wheat not only in the summer, but in winter as well.

I believe we shall be able to do a great deal for the manufacturers of Canada by the construction of that road, * * * because it will afford them a competing line with an existing road to take their goods to the West.

Hon. W. S. Fielding.

Adding all the various sums together—the present value of seven years' interest on the eastern section, first on the basis of \$25,000 per mile, which is the way the figures are made up; seven years' interest on the Quebec bridge represented by its present value; seven years' interest on the guarantee bonds in the mountain section represented by its present value; and then 25 per cent. addition for the cost of the eastern section to meet the views of my hon. friend from North Norfolk, and I reach this conclusion, as far as figures can prove anything: If we had a surplus of \$13,725,703—and we have it and more—and if, instead of investing that in the various purposes of government, if, instead of doing the various things which the House has authorized, if, instead of reducing the debt of the Dominion as we shall do during the present year—though I do not make any great boast of that—if, instead of applying this money in any of these ways, you take that sum and give it to a trust company or insurance company accustomed to dealing with annuities, to invest it at 3 per cent. per annum payable half-yearly, I undertake to say, on the authority of an actuary, that they could pay every cent of obligation we assume under that contract.

Now, sir, if we were to believe that this 2,000 miles and more of Canadian territory is a miserable, worthless and God-forsaken country; if we were to believe that such are the conditions prevailing in 2,500 miles across this Canada of ours, then hon. gentlemen opposite are right in opposing this measure. But, if on the other hand, we believe that this line will open up new districts valuable for agriculture, if we believe that it will open up valuable tracts of timber—more valuable to-day than ever before when we consider the fast diminishing forest areas of this continent—if we believe that it will open up rich mineral districts in Ontario, and Quebec, and through the mountains of British Columbia which are known to teem with mineral wealth; if we believe that it will bring into industrial use the vast water powers of this Dominion which become more and more valuable every day as science advances; if we believe that throughout this 2,000 miles of country we have a territory worth owning, then we must believe that this is a good scheme, and, sir, we are proud to proclaim ourselves as supporters of it.

Therefore, in the interest of Canada to-day, as well as in the future, it is well that we should let our friends across the border understand that whatever measure of independence of them we have now we shall maintain, and that we shall increase that measure of independence by the line that we are now