

Island Railway, and the amounts which we require to spend every year on capital account to make up the losses on the Intercolonial Railway. I notice in one of the clauses of the Bill that all the terminals of the Grand Trunk Railway, even after it is constructed, are to be built at the expense of the government. If the permanent improvements go on to the extent that they have lately on the Intercolonial Railway, you can perhaps imagine what the cost of that road will be. I stated some time ago that the management of the Intercolonial Railway for the last six years had killed entirely the idea of government ownership of railways in this country. There is no probability of this parliament acceding to any such thing as a government railway, although in my heart I believe, judging from the experience of other countries, that a government railway can be managed and run as economically as any other railway. My experience upon the Intercolonial Railway was that you could get a service as cheaply and buy supplies cheaper than upon any other railroad in Canada. The people have confidence in the government, and like to sell to the government, and you can get service from your employees cheaper than you can on any company road. It can be managed as efficiently as any company can manage a road. But the money which the people have been called upon to expend on the Intercolonial Railway has, as my hon. friend has said, put the government ownership of railways back for forty years in this country. The people would rather see their money become a total loss than to put it into railways run by the government as the Intercolonial Railway has been done.

Then, what are we to do in Ontario? This scheme completely ignores us. It ignores the city of Montreal, it ignores the city of Toronto. What is the proposition before the government?—because they must have had a proposition, and why do they not state it here? What was the proposition of the Grand Trunk Railway with reference to building a line from Winnipeg to Lake Superior? Any man of sense knows that the western connection would be useless without that. There are 403 miles to be built. There is a connection to North Bay to be built to satisfy the Toronto people and the people of Ontario, and there must be a connection with Montreal in some way or another. Those things must have been considered in council, and what is the policy of the government in reference thereto? Surely they do not intend to build a transcontinental railway that completely ignores that portion of the Dominion that contributes most to the revenues of the country. Are they going to ignore my province altogether? Is there to be no connection with Montreal? Is it to be a road simply for the convenience of the maritime provinces and Quebec, cutting out the pro-

vince of Ontario altogether? No, they may be insane, but they are not insane enough for that. They have some sort of an understanding, and the people are entitled to know what it is. Then this road goes from Winnipeg to Edmonton, 900 miles.

An hon. MEMBER. It does not say so.

Hon. Mr. HAGGART. The general impression is that the terminus of the road, although it is not mentioned in the Bill, is Port Simpson. The scheme that we have heard talked about is to build from Winnipeg to Edmonton and to Port Simpson. What about paralleling the road which we have at present subsidized to Edmonton, 900 miles? Are we to have two parallel lines running within 30 miles of each other, two main lines from Winnipeg up to Edmonton, and from Edmonton I suppose to the Rocky mountains or to Port Simpson? Is it the policy of the government to tax the people of this country for the purpose of building two parallel lines from Winnipeg to Edmonton? If that is not their purpose, we have a right to know from the government what their purpose is, and where their terminus is to be on the Pacific coast.

Then, what guarantee have we that the parties who build the road from Winnipeg to Port Simpson, and who own the road from Winnipeg to Lake Superior, will ever work that section from Winnipeg to Quebec? There is a deposit of \$5,000,000. Does that apply to the whole undertaking? I should judge it did, that is the two divisions, the government section and the other. But, as my hon. friend the leader of the opposition says, although he forgot one feature of it, that \$5,000,000 deposited with the government can be paid out on progress estimates, and for the purchase of rolling stock as the undertaking goes along. Now, look at the importance that the government themselves place upon that section of the road from Winnipeg to Moncton. They require as a first equipment of the road that the Grand Trunk Railway should purchase \$20,000,000 worth of rolling stock. How is that to be apportioned? \$15,000,000 on the section from Winnipeg to Port Simpson, on the longest and hardest part of it to work, and \$5,000,000 from Winnipeg to Moncton. The port, as I have said, for the surplus products of Manitoba and the North-west is the head of Lake Superior, or perhaps in the future, Hudson bay. I am glad to see that the government are sending an expedition into Hudson bay, presumably to get more accurate information in reference to the ports, and to the navigation of the Hudson straits. From the information I have, Hudson bay is navigable as long as the St. Lawrence is, and with as little danger to navigation. If that is the case, the surplus products of the North-west and Manitoba, and down as far as St. Paul, and even lower, taking in Kansas and that section of the country,