Hon. C. W. Cross' Speech in the A. & G. W. Agreement Debate

(Continued from Page Five).

Mr. Cross—Oh, my friend, the ex-minister of public works can try to square himself as much as possible, but he made that statement today. resignation are in my letter.

Mr. Cross-The ex-minister of public been endeavoring for sevhe resigned. (Laughter.) Bonnett-The country didn't

seem to think he had much trouble.

servenum of "the Third Warrangs" and produce of the provides to give a comparison of the provides to the provi

benefit by the opening up of the north. I am informed that even in the city of Edmonton today we receive our groceries from the wholesale houses of Calgary, and I also am informed that while they sell us grocwe sell them hardware, and I think that will always be the case, that in certain special lines of commerce other. And I say that te opening up other. And I say that te opening up applause.)

Will Cost \$30,000 Per Mile.

regard what the preacher said as truth, and I will say that I do believe all that this sermon contains. (Laugh- all that this sermon contains. (Laugh- the honorable member for Sturgeon ter.)

were opened with the describe this blow for blow.

blow for blow.

blow for blow.

ment should not then describe this did not the described the did not then described the did not the described the did not then described the did not th

company that it has done more. It is assisting to build a road to the north of Edmonton. A great deal has been said about the road that is not true.

Mr. Bennett in a speech the other evening referred to the act in connection with Mr. But the first and Great Water ways as far as some \$2,400,000 are interested to the act in connection of the stands among the high-ways railway as hasty and imprudent.

To in my mind but that it will cost the specifications because he said the specifications because he said the specifications because he said the company in the neighborhood of railway or railways in whatever portified to the company in the neighborhood of sassignable by the government."

May Purchase Railway.

Now what does that mean? As far is completed and is a going concern, if the province saw fit they allow the province saw fit they could purchase and take over this of the government. The content of the specifications because he said the minimum curvature was to be a degree of pable of thusiasm cools off. I see nothing to pable of paying every dollar of money that the minimum curvature was to be a degree of thusiasm cools off. I see nothing to pable of the same of pable of paying as a signable by the government."

May Purchase Railway.

Now what does that mean? As far as some \$2,400,000 are in the company in the neighborhood of the same of the stands of the stands among the high-condition with the definition of the minimum curvature was to be degree on the said and in concerned, in that country as the city of the government."

Now what does that the minimum curvature was to be degrees undered to not wish of the province. I suppose member for Athabasca, his enclosed the specifications of the said and on the legislature of the sum of the minimum curvature was to be degrees. Am I unconcerned in that country as in the company in the neighborhood of the said and on the legislature of the stands among the high-concerned in that country as specifications. I have concerned in the content of the stands among the high-co

with the first of the company has the company

ency what is called Pakan, where the colored examined by the best engineers in Canada, and by the best engineers in Canada, and by the railway commission that the honorable member for Sturgeon is so proud of an different earnot be anything, very wrong in their being adopted by the government of this province.

Shows it Was Better Agreement. The premer this afternoon showed very clearly that not only was the agreement of the Great Waterways railway is good an agreement as the agreement with the Canadian Northern and Grand Trunk Pacific, but he agreement with the Canadian Northern and Grand Trunk Pacific, but he showed the All that resolution of the province reaches a population grows, and by the time of four years ago there were nonly three or four years ago there were nonly three or four hundred people. They had no prove the money to which they are entitled. No, we say how much money have you put in the road. How much money h

statement on the the provincial government, and not stand a vote of want of confidence. I why the ex-minister of public works Mr. Cross-Oh! yes, I am quite sure | gram. A question was asked in the part of Mr. Bennett, but nevertheless for the G.T.P., today. And when Mr. can understand the junior member for became confused about this question. that the ex-Minister of Public Works House. I asked Mr. Woods to answer it. administration, that is, if we are to the second and the least of the cost at 29,135 and he little expert railway saying we are a bad govern-believe he went out on that ground.

The said that his deputy minister had believe he went out on that ground.

The said to him in this legislation was prepared after mile, he knows what he is talking ment and saying we should be put filed certain specifications, and he had needed a little expert railway assistance from the junior member for Calgary.

The said that his deputy minister had filed certain specifications, and he had not this legislation was prepared after mile, he knows what he is talking ment and saying we should be put filed certain specifications, and he had not the present that he would be a party with the bound a railroad than Mr. There is no man in this legislation as in all acts to build a railroad than Mr. There is no man in this legislation. There is no man in this did so. Then I said to him in order to verify your answer, you had sent these specifications, and he had not the present that he would be a party with the would be a party with the bound a railroad than Mr. There is no man in this legislation as in all acts to build a railroad than Mr. The said that his deputy minister had filed certain specifications, and he had not in this legislation was prepared a little expert railway assistance from the junior member for Calgary.

As to Government Ownership.

How, Mr. Speaker, the question of government of the wired for a verification. Those are the wired for a verification. Those are the wired filed certain specifications, and he had so. Then I said to him in order to wire from the junior member for Calgary.

How, Mr. Speaker is that he would be a little expert railway assistance from the junior member for Calgary.

How, Mr. Speaker is the said in this legislation in this legislation as in all acts to build a railroad than from the did so. The said

the honorable member for Sturgeon of public works absolutely justify every action of the Alberta government in connection with its railway policy and especially, Mr. Speaker, in connection with the Alberta and Great Waterways Railway. (Renewed applause.)

When I can understand him voting against the government had done wrong. Now, sir, he referred very shortly to

as well as after completion."

on done to protect and safeguard but with regard to muskegs alone. For it.

In the honorable member for Sturgeon says that is called the hilling of a railway, and deal with matters of the people of this property.

In the honorable member for Sturgeon says that is called the hilling of a railway, and deal with matters of a railway composed who are dealt with by railway composed with the people of this property.

In the honorable member for Sturgeon says th which are dealt with by railway companies of people have settled up to and all the way from Lac la liche. The country is thickly populated all over the and there are large areas of imber on the line of that road which will be available and can be made of the rost of the province. When this road is completed it will open up large areas of timber on the line of start walls open up large areas of timber on the line of the province of the province of the line of the line of the province of the line of the province of the line of the line of the province of the line of the line of the province of the line of

before the commencement of the works a good deal about his differences of opintion he never at any time honored me That section does not refer to the with any information which would show general specifications. It refers to that he was not at one with the governthe minute specifications, which are ment in connection with this railway a different proposition entirely and legislation, and with everything that was which the ex-minister of public works done. I was present at a cabinet meethas confused with the general speci- ing at which he was present, and as the fications. He was bringing to the pre- Premier said at which the Orders in are required by section 13, and he aware of any dissatisfaction on his part

needed a little expert railway assistance and he did so. Then I said to him in

company only having \$50,000 capital, and this, that, and the other sort of thing. the legislature of this province, and no matter what reason any member may have had for dissatisfaction before in connection with the arrangements, he mier the minute specifications which Council were passed, and I was not treasury of this province as an absolute confused these in his own mind with until he resigned his seat. From the the general specifications, which were adopted by the government, and of the government, there was no infimawhich were the same as were adopted tion to the government that he was not money are they putting in?

the Minister of Public Works was Min- bridgs, he did not then describe this

other And I say that to opening aport this northern part of the proviet repart of the proviet repart of the proviet repart of the proviet as minely to the people of northern part of the proviet as minely to the people of northern part Now. Mr. Speaker, I would sike to read you a few extracts of what this north country is like, from a source which will undoubtedly as the province of the speaker of the speaker of the province of the speaker of the province of the speaker of the province of the speaker of the speaker of the speaker of the province of the speaker of the speaker of the province of the speaker of the with the Aiberta and Great Water-ways railway as hasty and imprudent legislation and that the road was to legislation and that the road was to there were no people; not a stick of timber; no coal; no minerals or anything of any kind, and there is no use pledging the credit of the province to build this road. Now this

A. & G. W. RAILWAY DEAL **DEBATE CONTINUED**

(Continued from Page One)

cwards it tonight than h cleared up a number there were others that clear to him. He was ort the governme good one. He did no providing for the p e road costs: He if the company would ances as set out by resident as part of members had use they allowed o through and he take his share of gislation was pas use had faith nd he was sorry broken faith wit The attorney gen ed why the bonds tender or why a spe

Mr. Gross Answers Questions Hon. Mr. Cross sai pleased to answer thes Speaking of the last. torney general and the incial treasurer had gone They handed them over to J. Pi pont Morgan and had taken a rece New York at the tir know that his deputy, M here till he met him had gone there on a question be said that

passed much legisla among many people of the south

he province John A. McDougall followed Dr. Camp-bell. He said he did not purpose being intimidated by any association from ex-pressing his honest opinion. When he was elected he was elected to give a conor creed. He came to the legislature for be classed as an insurgent. Of this 1 was not ashamed. It was as a result the criticism of the A. & G.W. agree ment that a better proposition had been sidered further amendments might secured. He suggested that a bone the company and held for five year after the completion of the road, as guarantee of operation.

fered the opinion that the road should be located further east, whereby it would would avoid the muskegs. to cast any reflection on the financial ability of the A. & G.W. Co. to carry out its undertaking, still he would have preferred to have had the C.N.R. or th G.T.P. undertake the construction of this road. He advised that delay migh erad a railway should have been buil into the Peace River country first, f

the reason that the settlers along ine of the railway to Fort McMurra whereas from the Peace River country