

built—it is true we would not have the rolling stock, or the branch lines of railway to connect at North Bay with the Ontario system, and the branch to Lake Superior, and that proposed for a connection with Montreal—it is true we might not have that—but we could have had the whole road as I propose it built. The distance from Montreal to Port Simpson is no greater than the other distances. We now have the Intercolonial ending in Montreal. My hon. friend (Mr. R. L. Borden) proposes to expropriate the Canada Atlantic. Perhaps I differ from him in that; I would take only a portion of it, that portion which is on the line to Winnipeg. I am not one of those who believe that it is a great advantage to the people of this country, to the Intercolonial to the Canada Atlantic to the Grand Trunk or to the Canadian Pacific Railway to have connections at Georgian bay for the purpose of carrying down wheat. That traffic is not paying at the present moment and they are looking to it in the future. They know that in carrying grain from Duluth to Port Arthur, down the Georgian bay and then carrying it over a railway to Montreal, they cannot compete with the water communication to Montreal. I know it was proposed to extend the Canadian Pacific Railway in order to cut into that trade, but I believe the consensus of opinion between practical railway men at present is that it is useless to undertake to compete with water communication for grain. I would have a railway to Winnipeg if you are going to expend the money even although it may parallel the Canadian Northern Railway from Winnipeg to Edmonton. This is an anomaly which I have never heard explained. The ex-Minister of Railways in the Railway Committee insisted that in all transcontinental railway lines there should be at least fifty miles between one railway and the other. These terms were not enforced in the Grand Trunk Pacific resolution. The Canadian Northern Railway in their extension to the Pacific ocean, notwithstanding the surveys which the hon. gentleman says he has in his possession, passes as close to the northern limit of the practicable route as possible. If the Grand Trunk Pacific comes between the Canadian Northern and the Canadian Pacific Railway they will find as much difficulty in getting over to Edmonton as in getting through the mountains to the Pacific coast owing to the heavy gradients. Then there is another piece of information that we had to-night. Collingwood Schreiber mentions in his report to his minister in reference to the cost of the road from his own personal information and from surveys in the department over the proposed line just what the cost will be. Why are not those plans brought down? Why is not the information given to the people of this country. The hon. gentleman (Mr.

Fielding) was not in the House when I pointed out the error he made in accepting the statement of Collingwood Schreiber, that he could get a road with the gradients and curvatures of the Intercolonial Railway. The gradients of the Intercolonial Railway are sometimes in excess of sixty-five feet, and the curvatures are correspondingly bad. Mr. Schreiber carefully mentioned in his report to his minister that he could build a road on the curvatures and gradients of the Intercolonial Railway. He could very easily do it, but is that the road that the people of the country expect? Is that the four-tenth grade or the grade of twenty-one feet to the mile, virtually a level road which is requisite for successful competition in carrying grain? Ask your Minister of Railways if he has information in the department in reference to that. I venture to say unless the man has changed since I knew him that you will get information that to build a road of that level character will cost you over \$50,000 a mile. It will take two or three years to get the surveys and it will be three years before you will be in a position to give contracts for this road, if you want an accurate survey. The hon. gentleman mentioned in the course of his reference to the Canadian Pacific Railway that the government of the country (at that time the bad Tories who were in power) gave away \$37,500,000 which Mr. Mackenzie had expended for the purpose of the Canadian Pacific Railway road. It is news to me when placed in that way. When did Mr. Mackenzie expend \$37,500,000 on the Canadian Pacific Railway? He built the St. Francis locks. His system of transportation for which he says bitter Tories and hostile parties at that time condemned Mackenzie was to use the waterways. What we were ridiculing was the faint imitation of the Tay canal which he was building from the Lake of the Woods to Lake Superior, and that expenditure on the St. Francis locks. Where did the Finance Minister get the information in relation to the \$37,500,000 of money which he said Mr. Mackenzie had expended in building the Canadian Pacific Railway and which was handed over to them? The contract was let in 1881.

The section north of the Lake of the Woods, except one piece, the White Head section and a little section towards Winnipeg, which was let with the White Head section to Bass & Company and a contract for some telegraph poles were all let by the Conservative government. There could not possibly have been expended any such amount as that, and my hon. friend must have been misinformed in reference to it. In reference to the amount expended by the wicked Tory government under the contract with the Canadian Pacific Railway, does my hon. friend forget the effort which was made by the Mackenzie government