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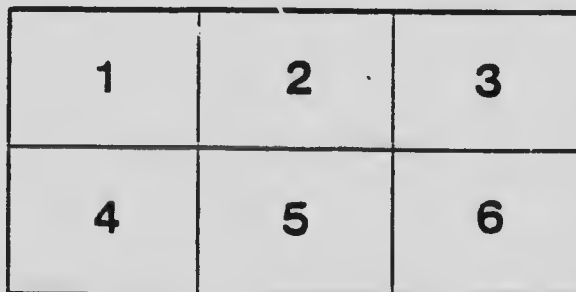
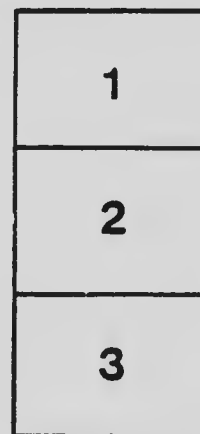
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THE SPEECH

OF THE

Hon. Sir William Muloc

IN THE HOUSE OF COMMONS,

26th AUGUST, 1903

ON

Comparison of Government and Opposition Scheme

RESPECTING

**A Transcontinental
Railway**

22

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1911-1912

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1903
no 71

SPEECH

OF THE

Hon. Sir William Mulock

IN THE HOUSE OF COMMONS, 26th AUGUST, 1903

Comparison of Government and Opposition Scheme

RESPECTING A

Transcontinental Railway

THE POST MASTER GENERAL (Hon. Sir William Mulock) :

Mr. Speaker—There is a variety in the arguments advanced by the hon. gentlemen opposite which at least lends charm to their speeches. As was correctly stated by one of them a short time ago, each is a free lance, each can advance such views as he thinks fit, and in this connection I observe that there are as many views upon the proposal of the government, and even upon the proposal of the leader of the opposition, as there are speakers on the other side of the House. Just now we have had an interpretation from the member for Marquette (Mr. Roche) of the proposition of the leader of the opposition, which differs entirely from the interpretation put upon it by the hon. member for Bothwell (Mr. Clancy). The view of one gentleman did not harmonize with the view of the other, nor does the view of either harmonize with the view of the leader of the opposition. I should judge by the remarks of the hon. gentleman (Mr. Roche) that although coming from the North-west, he is not altogether favourable to the scheme proposed by the government.

I should judge also, from his observations, that he is almost equally opposed to that of the leader of the opposition. I should judge, from the opinion expressed by the hon. member for Bothwell (Mr. Clancy) that he also is opposed to the proposition of the hon. leader of the opposition. The situation has undergone a change, Mr. Speaker, since this question was propounded in parliament on the 30th of July last by the Premier of Canada. On that occasion, after the presentation of the case, the hon. leader of the opposition arose; and, although he confessed

That he had no Knowledge of the Scheme,

and was utterly unable to understand it, he was quite able to manifest a very marked hostility to it. He spent an hour in abusing and condemning it, from time to time throughout his speech expressing his ignorance of the nature of the contract. Although the government had given many months to its consideration, the hon. leader of the opposition, in a moment, without knowing the scheme, was able to pronounce against it. Well, Sir, as time went on, I think, **he learned his mistake.** He said that we had manifested undue haste in preparing our scheme, when every one knows that it has engaged the attention of the government and of the country for the best part of a year. He

was apparently opposed to our undertaking the construction of the railway, and grew wrathful at the undue haste which he said we had been guilty of. Instead of reserving judgment, he listened, I suppose, for a few days

To the Voices From Without,

and **Eighteen days afterwards** came down with a scheme of his own.

Opposition Leader's Change of Front.

If there is anything, Mr. Speaker, that commands my admiration it is that the hon. leader of the opposition, in a period of eighteen short days, should have been able, unaided, except perhaps by the Canadian Pacific Railway Company, to bring forth and submit to parliament a proposition of the gigantic character that is now engaging our attention. The hon. member for Bothwell (Mr. Clancy) did not take long to discover the hon. gentleman's mistake. **The hon. leader of the opposition** propounded a scheme which every person who analyses it will, I think, pronounce as the late Minister of Railways and Canals of this government (Hon. Mr. Blair) described some of it, as moonshine. The thinking business public, understanding the scheme propounded by the hon. leader of the opposition, have given a very good indication that it was necessary for the opposition at an early stage to recede from the false position in which their leader had placed them. And so we have the hon. member for Bothwell to-day professing to give an interpretation of the meaning of his leader's proposition.

At One Time, Two or Three Weeks Ago.

in the estimation of the opposition, the government scheme to build a railway from old Canada to new Canada was wrong—there was to be no railway built. Eighteen days afterwards the hon. leader of the opposition said there should be

Two Transcontinental Railways.

To-day the hon. member for Bothwell says that all that the scheme of the hon. leader of the opposition means is to build a railway from the city of Montreal to Winnipeg. A little later the hon. member for Marquette (Mr. Roche) rises and says that the scheme of the hon. leader of the opposition is even bigger than that described by the hon. member for Bothwell. It is a scheme to construct a railway, as the hon. member for Bothwell says, as far as Winnipeg; but it proposes also to do some other things. It proposes to aid the Grand Trunk Company to build a railway to the mountains, and, I suppose, a railway through the mountains to the coast. He also frankly said that it contemplated some operations in other directions. He was getting nearer to the scheme than the hon. member for Bothwell. He was rasher too, although I am afraid that his friends in the North-west, who are especially suffering for the want of railway communication, and who desire the line proposed by the government to be built, will feel that he has not quite responded to the needs of the great North-west. But inasmuch as these hon. gentlemen differ with the hon. leader of the opposition as to the meaning of his scheme I will take the liberty of going through it as I understand it, and will endeavour to make good my points, if challenged, by reference to the words of the hon. leader of the opposition himself. Probably those words will be considered as indicating to some extent his true meaning.

Will Not Pay More Than Market Price.

Before proceeding to that, however, I would refer for a moment to one or two points sought to be made by the hon. member for Marquette. In seeking to prove what would be the cost of this enterprise as proposed by the government, he said we would lose one-half of one per cent for the term of the lease, being the difference between the rate at which the money would be borrowed and the rate received from the company for the lease of the eastern division; whereas everybody knows that while we have permission to pay as high as $3\frac{1}{2}$ per cent for borrowed capital, we will not pay more than the market price requires.

Mr. BROCK. Probably 4 per cent.

The POSTMASTER GENERAL. My hon. friend may be right, but the credit of Canada has never been such, since the Liberal party came into office, that we have had to pay 4 per cent. There was a time when we had to pay 4 per cent, when the hon. gentleman's friends were financing and when this country was still in the condition of stagnation and depression into which they had brought it. If they were in power to-day, we might still have to pay 4 per cent, but thanks to the intelligence of the people of Canada, they called to take charge of their affairs a competent government, so that we do not now have to pay 4 per cent. We will lose nothing in the difference between the interest to be paid on the borrowed capital and the interest we shall receive from the company; so that that half of one per cent which in the hon. gentleman's mind runs up to millions, may be wiped away as simply a vision of his imagination.

He stated that we would be obliged under the contract to expend large sums of money for the betterment of the road between Moncton and Winnipeg. The hon. gentleman, I am afraid, like the hon. leader of the opposition, **has argued without referring the contract.** The contract does not oblige the government to spend one brass farthing on betterments after the completion of the line. If any one says that is not correct, I think the hon. leader of the opposition, who is a professional gentleman, if he had seen such a contingency, would have pointed it out.

Mr. BORDEN (Halifax). I would like to ask the hon. gentleman in what respect I misstated the contract?

The POSTMASTER GENERAL. I have no reference to the hon. gentleman.

Mr. BORDEN (Halifax). Just a moment ago the hon. gentleman said that the hon. member for Marquette, like his leader, had not read the contract. In what respect have I given evidence of that?

Question of Betterment.

The POSTMASTER GENERAL. The hon. gentleman on the 30th of July, explained that he had not seen the contract, but argued against the measure; and the hon. member for Marquette to-day alleges that this contract provides in one of its clauses what I say it does not provide. He says it obliges the government during the currency of the lease from time to time to expend capital upon betterments. Now, section 16 reads as follows:

"In case, after the completion of the said eastern division and the taking possession thereof by the company under the lease thereof, hereinafter referred to, or at any time thereafter during the continuance of the said lease, the government shall deem it necessary to expend any sums of money for the improvement of the said eastern division, the replacement of structures by other more modern, or otherwise upon capital account for betterments, and not being 'working expenditure' payable by the company, the government may expend such sums."

And the amounts, if expended, shall be added to the capital cost, and bear interest. If we choose to invest any money in betterments, we can submit to our tenants, the railway company, items of proposed expenditure; and if they consent, we can proceed to make the betterments, and they will become liable to pay rent, which is equivalent to interest, upon that expenditure.

But if the Government Should Prefer,

it need not make those expenditures. Therefore, when my hon. friend from Marquette (Mr. Roche) builds up a great structure of expenditure on capital account and presents that as indicating another weak point, you will observe that he has read inaccurately the contract and has not seized its true meaning. His statement is about as correct as that of the junior member for West Toronto (Mr. Osler), who estimates that the eastern division alone will cost the people of Canada no less than \$560,000,000. I am not surprised that hon. gentlemen opposite should repudiate, as they have done so far, the estimate of their great financier. Even the hon. member for Bothwell (Mr. Clancy) only claimed that this eastern division would cost the country \$112,000,000, whereas this financial leader estimates its cost at \$560,000,000. I should not be surprised if, after a few more speeches we will find hon. gentlemen opposite getting better informed and gradually coming down to the actual facts.

However, as it is hardly worth while to seriously discuss figures given with such rashness, I shall confine myself to the text furnished by the leader of the opposition.

We Have Two Policies Before the House.

At first there was but one proposition. It was simply a question whether or not there should be a transcontinental railway. The opposition took sides against us, and the issue was a railway or no railway. That was the issue on the 23rd of July, but that is all changed, and every one now appears to agree that we must have a railway and build it at once.

The Only Question is Whether it Should be the Railway Proposed by the Government or that Proposed by the Leader of the Opposition.

It therefore becomes us to consider which scheme has the more merit. Ours is a very modest one. At one time we had it attacked as being a scheme of great magnitude; but when compared with the proposition of the leader of the opposition, its dimensions are considerably lessened. It only contemplates the building of a railway from Moncton via Quebec to the coast, a part of which is to be operated by a railway company, and which will only cost the people of Canada \$13,000,000.

Some hon. MEMBERS. Oh, oh.

Scheme Brought Down by the Opposition.

The POSTMASTER GENERAL. Hon. gentlemen opposite are so accustomed to big figures that they cannot understand small ones. Their financial leader has given them so large an estimate, \$560,000,000, that they are

ashamed of anything moderate. And finding that they had made a great mistake in opposing our modest business-like and meritorious scheme, they set to work and brought down a scheme of their own. Ours is so well known that I need not explain its details.

But What Does My Hon. Friend the Leader of the Opposition Propose ?

We are told by the hon. member for Marquette that he has manifested the genius of constructive statesmanship, that he is a constructive statesman. Well, I welcome to parliament any one possessed of this quality, because that is the class of men we require in Canada. If he is possessed of the genius of constructive statesmanship, we will no doubt find proof of it in the scheme that he has propounded,

Eighteen Days was all he Required,

in which to bring forth this scheme, and certainly anyone who can bring forth a scheme of this magnitude in eighteen days does manifest genius. **What is his scheme ?** It is, first of all, to get a through line from Montreal to the coast by buying up old lines and building new lines. The first part of the line from Montreal to Winnipeg is to be a government line. The intervening section to the mountains is to be a company line, and the mountain section is perhaps to be a government line. Well, we were told that our system is a mongrel one, that we have a line which was neither one thing nor the other, which was neither fish, flesh nor good red herring, that the government was to own part of the line, and that the whole line was to be operated from ocean to ocean by a company. That did not satisfy these hon. gentlemen. Yet, despite this criticism, we have a proposition that the government should build and operate a line as far as Winnipeg, that a company should then build and operate a line to the mountains, and that the government should build and operate a line from the mountains to the sea.

Mr. BORDEN (Halifax). The hon. gentleman is not stating my proposition correctly.

The POSTMASTER GENERAL. I think I shall show by the hon. gentleman's ipsissima verba the correctness of what I am saying. I say that his speech on the 18th of August, as reported in 'Hansard,' involved the following scheme: First, to build a railway from Montreal to Coteau. Second, to buy the Canada Atlantic Railway from Coteau to Depot Harbour, a distance of 342 miles, or if that road could not be bought, to parallel it. He did not say to parallel it directly, but it was to terminate at Depot Harbour, and the hon. member for Bothwell to-day interpreted his meaning. He said that the policy of the leader of the opposition is either to buy the Canada Atlantic Railway from Montreal to Depot Harbour or build another railway which would parallel it to Depot Harbour. The hon. gentleman did not use the word 'parallel,' but the road was to begin at the same point and end at the same point. So that while paralleling in one part of the country is objectionable, in another part it is very desirable. The scheme of the leader of the opposition was to build a railway from Montreal to Coteau, to buy the Canada Atlantic Railway from Coteau to Depot Harbour, and then to build a railway from Depot Harbour to Sudbury.

Mr. BELL. No, to Scotia Junction.

The POSTMASTER GENERAL. No, to Sudbury. That is what he said in the speech anyway. What he said was this :

If we acquired the Canada Atlantic Railway we could build a line from that point to join the Canadian Pacific Railway at or near Sudbury."

Would Buy a Slice of C. P. R.

I am arguing from what the hon. gentleman said, and if there is any other proposition let us have it. At Sudbury, instead of buying from Sudbury west he proposes to go back on his tracks a little bit and to go easterly and buy the Canadian Pacific Railway from North Bay to Fort William. And he proposes to spend large sums of money in making the line between North Bay and Fort William not for the work which it is expected to perform. Again he proposes to acquire control over the Canadian Pacific and the Canadian Northern Railway from Fort William to Winnipeg; to aid the Grand Trunk Railway to build from Winnipeg to Edmonton, and to have the government build a line from Edmonton or some point near Edmonton to the Pacific coast, unless the two companies can be induced to do so on joint account. He has thus got to the coast; then **he goes back to the east again**. He has heard a voice from the east condemning his opposition to the government's scheme of a road from Moncton to Winnipeg and he lays his plans for a second transcontinental line. He proposes to build from Moncton to Lévis—practically to Quebec as Quebec is on the other side of the river from Lévis—then to extend the Intercolonial from Quebec to Winnipeg and to build a railway from Winnipeg to the coast.

That is not enough; the sea has to be conquered. First of all, he wishes to acquire and operate a railway line from Montreal to the coast, then he proposes to invade the inland lakes, to purchase the Canada Atlantic Transit Company's fleet and to **go into the grain carrying trade** on our inland waters. He wishes to thoroughly equip the Georgian Bay ports, to thoroughly equip our national waterways, to thoroughly equip the St. Lawrence route, to thoroughly equip our ports on the Atlantic coast, to abolish if necessary harbour dues on the Atlantic coast and harbour dues on the Georgian Bay, to improve the harbour facilities of Port Colborne, to exploit the harbour of Montreal, to make Montreal, Quebec, Halifax and St. John national ports, and free ports and to provide, at a nominal charge, storage equivalent to the capacity of 100,000 barns. Now that is the hon. gentleman's scheme as set forth in 'Hansard,' and I will discuss the details of it after eight o'clock.

The POSTMASTER GENERAL. At six o'clock I had endeavoured to express what I conceived to be the two propositions before the House.

I do not understand that at this present date there is any question as to whether there should be a new transcontinental railway,

That Point Appears to be Conceded by the Leader of the Opposition.

Instead, however, of accepting our scheme for a transcontinental railway, he propounds another one, meaning in fact two transeontinental railways, together with many other important features involving large undertakings. Before six o'clock I gave to the House in detail the propositions of the leader of the opposition. An hon. gentleman on the other side appeared to question the accuracy of my analysis of the scheme, and I intend to endeavour to defend the leader of the opposition from the attacks made upon his scheme by some of his supporters. What he has done that he should be discredited, I do not know. But some of his supporters are certainly supporting him in a very extraordinary way. He has given us, we are told, a scheme which is the product of a great constructive statesman. Why a scheme coming from such

a gentleman should be discredited by those who are bound to support him, who are here to support him, and who applauded his scheme, is something I am at a loss to understand.

Mr. HENDERSON. Or anybody else.

Discrediting Their Leader's Scheme.

The POSTMASTER GENERAL. Or anybody else. It does seem a most extraordinary thing that the leader of the opposition should propound a scheme, that it should receive the loud applause of his colleagues about him,

And That Then They Should Proceed to Discredit it.

—not in so many words, but saying in effect that his whole proposition was absurd and ridiculous. Why they should hit him in this way from the rear, I do not know. Nevertheless it is my duty and my pleasure to come to his rescue, and to show his supporters exactly what he means. If they do not understand it, surely they will permit me to read it to them, and to dwell upon some of its features. I propose to read to them his own utterances, and to explain them to those hon. gentlemen that they may the better understand the true policy of their leader, for they seem to have read but superficially either the government's scheme or that of the leader of the opposition.

Let Me Summarize the Propositions of the Leader of the Opposition.

The government's proposition appears to have commended itself to the judgment of the country, and the country is prepared to adopt it unless a better is forthcoming. The leader of the opposition has presented his alternative, and

If it is Better Than Ours, it is Our Duty Loyal to Accept it.

I am sure if we can convince the majority of this House, and if we are satisfied that public opinion is with us in the opinion that the scheme of the leader of the opposition is better than that of the government, it would be our duty promptly to accept his proposition. But let us understand it first. The confusion that seems to exist in the minds of the members of the opposition justifies a little attention to the details of that important scheme, emanating as it does from a gentleman of such gigantic constructive capacity. But remember I approach it with great deference, because, although it took us a year or thereabouts to evolve our modest proposition.

The Gentlemen Who Leads the Opposition Evolved His in Less Than Eighteen Days.

Again let me give you for careful consideration, for prayerful consideration, the details of the scheme that we are now asked to adopt.

The leader of the opposition asks us to adopt the following proposition:

1. To build a railway from Montreal to Coteau, 37 miles in length.
2. To buy the Canada Atlantic Railway from Coteau to Depot Harbour, 342 miles in length, or to build another between the same points paralleling the Canada Atlantic Railway.
3. To build a railway from Depot Harbour to Sudbury, 120 miles in length.

4. To buy the Canadian Pacific Railway from North Bay to Fort William, and to expend large sums of money in making it fit for its work.

5. To acquire control over the Canadian Pacific Railway and the Canadian Northern from Fort William to Winnipeg, 850 miles of railway. This may involve, it does in fact involve, the purchase of both those lines.

6. To aid the Grand Trunk Railway in building a line from Winnipeg to Edmonton.

7. The government to build the line from Edmonton to the coast unless the company builds it. I have omitted to give the number of miles on these lines, I will tell you their total in a moment.

8. Then coming back again to the east, to build a line from Moncton to Quebec, 400 miles in length.

9. Another from Quebec to Winnipeg, 1,400 miles in length.

10. Another from Winnipeg to the coast, 1,600 miles in length.

11. In all, to build 7,041 miles of road—that is to be all up to date, and that is a small portion of the proposition of the leader of the opposition. It is true, Mr. Speaker, that we have taken over fifty years in Canada to build 17,000 or 18,000 miles of railway. Now we are asked to authorize an expenditure to build 7,000 more, nearly 50 per cent of our present mileage. But this is only the threshold of his scheme. It is part of it :

12. To equip and operate a line from Montreal to the coast.

13. To equip and operate a line from Moncton to the coast.

14. To purchase the Canada Atlantic Railway transport fleet, and to operate it.

15. To go into the grain carrying trade on our inland waters.

16. Thoroughly to equip the Georgian Bay ports.

17. Thoroughly to equip our national waterways.

18. Thoroughly to equip the St. Lawrence route.

19. Thoroughly to equip our ports on the Atlantic coast.

20. Abolish any unnecessary harbour dues on the Atlantic coast.

21. Abolish any unnecessary harbour dues on the Georgian Bay.

22. Develop harbour facilities at Port Colborne

23. Exploit the harbour at Montreal.

24. Make Montreal a national port
Make Montreal a free port.

25. Make Quebec a national port ;
Make Quebec a free port.

26. Make St. John a national port ;
Make St. John a free port.

27. Make Halifax a national port ;
Make Halifax a free port.

28. Provide storage, at a nominal rate of the capacity of 100,000 barns, with the result that the government is to embark in the warehouse business.

Those are the leading features of the scheme of the leader of the opposition.

Mr. DAVIS. They are going to build barns.

Not Afraid of Spending Money.

The POSTMASTER GENERAL. Yes, and they will be getting under the barns pretty soon. Now, Mr. Speaker, in introducing that scheme, the hon. gentleman declared that it would involve a limited expenditure of money. But what is money for, he asks. Money is made to spend, he tell us. Now I do not want to misquote the hon. gentleman, and I will try to prove step by step what I attribute to his authorship, especially as I do not observe him in the House. On page 9296, of the 'Hansard,' he says :

"The people of this country are not afraid of spending money if it is spent in a sane and reasonable way."

Then he proceeds to give his ideas of sanity. I have myself given you these particulars. He says after referring to some of the government's proposals :

"There is no reason to be afraid of spending money. I am not afraid of spending money and the country is not afraid of spending money."

He tells us that neither he nor the country is afraid of spending money and he asks us to adopt that policy. Now, although the hon. gentleman may not be afraid of spending money, perhaps those who are responsible for the expenditure and perhaps the taxpayers as well would deem it not a waste of time to consider from the standpoint of cost alone what the scheme of the hon. gentleman does involve. Our scheme, limited to an investment with the exception of a few years at the commencement when we pay interest or forego rent, involves a cash outlay by this government, not to be recovered, of not exceeding \$13,000,000. **That is the cost to the country of the government proposition.**

Mr. CLANCY. How does the hon. gentleman know that it is going to be \$13,000,000 ?

The POSTMASTER GENERAL. Well, that is a little over the estimate. **The actuarial estimate puts it between \$11,000,000 and \$12,000,000**, but I have given a margin. Thirteen million dollars is all that our little modest scheme involves in the way of money going out that does not come back. I must say that I blush at our modesty when considering what is involved in the magnificent scheme propounded by the hon. leader of the opposition. Let us analyze it. I do not think there will be much difference on either side of the House as to the cost excepting always of course the view of that hon. gentleman, who puts down the cost of our scheme at the trifling sum of \$560,000,000. I am surprised at his modesty. But taking the scheme and trying to actually reach an intelligent idea as to what the scheme of the hon. leader of the opposition involves. I think we can, without much difficulty, arrive at a fair conclusion.

"Cost of Opposition Scheme."

For example, we are told that it involves the building of 37 miles of railway from Montreal to Coteau. The hon. member for Bothwell (Mr. Clancy) allowed that the cost of that piece of road would be \$1,200,000. I am not going to put it that high. I am putting it down at \$1,110,000. Probably no exception will be taken to that item. We then proceed to the next link in this railway, that from Coteau Junction to Depot Harbour, involving the purchase of the Canada Atlantic Railway. The Canada Atlantic Railway Company owns, I am told, 400 miles. The hon. leader of the opposition told us that, and I give him as my authority. Of this 400 miles of railway a few miles of it are in the state of Vermont. If the hon. leader of the opposition proposes to buy the Canada Atlantic Railway system he will have to buy it all. Do hon. gentlemen opposite only figure upon buying 342 miles of railway from Coteau to Depot Harbour, or do they propose to buy it all?

Mr. CLANCY. The hon. gentleman is quite well aware that there has been an offer open to the world for not only the whole Canada Atlantic Railway, but for the whole system, including steamers and elevators, for \$11,000,000. Although I did not include it to-day it has to be included in it.

The Value of the Canada Atlantic.

The POSTMASTER GENERAL. The hon. gentleman says that the whole Canada Atlantic Railway system was at one time offered for \$11,000,000. That may be, but we are not speaking of one time; we are speaking of now

Mr. CLANCY. That is within twelve months.

The POSTMASTER GENERAL. I am assured that there is no government or person who can acquire the Canada Atlantic Railway for anything like \$11,000,000. I understand that the minimum price placed upon the system is not less than \$17,000,000.

Mr. BORDEN (Halifax). I have information exactly the opposite.

The POSTMASTER GENERAL. To what extent does the hon. gentleman's information go?

Mr. BORDEN (Halifax). I have information that it can be bought for \$14,000,000 at the outside, and probably for \$12,000,000 in cash.

The POSTMASTER GENERAL. The hon. leader of the opposition says \$14,000,000 and the hon. member for Bothwell says \$11,000,000. I am told that the market price is not less than \$17,000,000, if it can be purchased to-day. At all events, between these prices we can put it down as \$15,000,000, that includes the mileage of railway in Vermont. What the government of Canada is going to do with railway in the state of Vermont, I am at a loss to understand.

Mr. TAYLOR. How much has the Grand Trunk Railway in the United States?

The POSTMASTER GENERAL. I am speaking of the government buying railways in the United States; I am not speaking of private citizens doing so. If it is proposed by the hon. leader of the opposition or by the party supporting him to expend the people's money in the acquisition of railways in the United States, then, a different proposition is involved. If we were

going to make such a purchase, I question very much whether the people of the country would consent to their money being used for acquiring such a road. But an alternative is proposed by the hon. leader of the opposition, and

If at Any Stage in my Observations I Misquote Him,

I shall be only too thankful to him if he will correct me. I do not wish to delude the House unnecessarily by quoting his exact words in 'Hansard,' but I am prepared to do so in support of anything I may say, if the accuracy of my statement is doubted. The hon. gentleman said that he was prepared either to buy the Canada Atlantic, or to build another line between Coteau and Depot Harbour paralleling it.

Mr. BORDEN (Halifax). That is not correct. I said to a point on the Georgian Bay.

The POSTMASTER GENERAL. The whole story of the leader of the opposition had reference to the Canada Atlantic Railway.

Mr. BORDEN. (Halifax). I did not confine myself to Depot Harbour.

The POSTMASTER GENERAL. I do not care whether it is Depot Harbour or the Georgian Bay. The Canada Atlantic Railway goes to Depot Harbour. The hon. gentleman says:

"The Canada Atlantic Railway extends from Depot Harbour on the Georgian Bay to Coteau Junction, a distance of 342 miles."

Then he proceeds to point out the possibility of connecting with that point. Having stated that the Canada Atlantic Railway extended from Coteau to Depot Harbour, he proceeded to point out what a magnificent harbour Depot Harbour was and he said that the tonnage that had come to Depot Harbour, proved that it was a magnificent connection between Duluth, Fort William and to the west with the east. Having so described Depot Harbour he proceeds:

"Now, Mr. Speaker, I am not wedded to the acquisition of the Canada Atlantic Railway. I am only propounding a policy which I think ought to be followed, namely, the extension of the Intercolonial Railway to a Georgian Bay port. May be that after expert advice has been obtained some other scheme may be found that would be better than the acquisition of the Canada Atlantic Railway. So let it be. If, however, the Canada Atlantic Railway commends itself to the judgment of experts, and from what information I can obtain with regard to it, I should think it ought so commend itself, and I would think that the extension of the Intercolonial Railway between Coteau and Jacques Cartier Junction, and the acquisition of the Canada Atlantic Railway to Depot Harbour, would place the Intercolonial Railway in a very much better position than it is at present."

The hon. gentleman says he did not pledge himself to build an alternative paralleling line to Depot Harbour. Is that not playing upon words when he is seeking to get to Georgian Bay, and to get the traffic that now comes to Depot Harbour? It is not the particular terminal point that is involved; it is the traffic that is involved. The leader of the opposition is prepared to build a competing line to Depot Harbour or some point on the Georgian Bay to parallel the Canada Atlantic Railway and

To Destroy it by the Expenditure of Public Money.

That may be constructive politics, but I think it is destructive politics, and any way it would cost the taxpayers of Canada at least \$15,000,000. Again, the hon. gentleman proposes to build a railway from Sudbury to the Georgian Bay and on this point he says :

"I have referred to the extension of the Intercolonial Railway to the Georgian Bay. If we acquire the Canada Atlantic Railway, we could build a line from that point to join the Canadian Pacific Railway at or near Sudbury."

And the hon. gentleman says that the mileage would be 120 miles. I think my hon. friend from Bothwell figured it at a higher mileage, but I will be content to put the figures at 120 miles, and then the cost would be \$3,600,000—

Mr. CLANCY. I mentioned Scotia Junction and by actual measurement it is 104 miles.

The POSTMASTER GENERAL. There again the hon. gentleman (Mr. Clancy) is at variance with his leader. Scotia Junction is an inland point many miles from the Georgian Bay, but the leader of the opposition wants to build from the Georgian Bay. When the leader of the opposition makes his connection at Sudbury he looks westward to get to Fort William and Sudbury is 73 miles westerly of North Bay, and is a point upon the line of the Canadian Pacific Railway. The leader of the opposition proposes to buy the Canadian Pacific Railway from North Bay to Fort William, a distance of 634 miles, and on that point I might as well give his own words, spoken on the 18th of August, as follows :

"I say it would be a proper thing and a wise thing for this government to acquire this railway from North Bay to Fort William."

Not from Sudbury as the hon. member for Bothwell says, repudiating his leader, but from North Bay, which means a few miles more to be thrown into the bill of cost. Thus the leader of the opposition proposes to buy the Canadian Pacific Railway for 634 miles from North Bay to Fort William, and when it is acquired to spend a few millions on it in betterment to make it fit for the traffic which it is supposed it will carry.

Mr. BORDEN (Halifax). The hon. gentleman has not quoted all.

The POSTMASTER GENERAL. What have I left out ?

Mr. BORDEN (Halifax). This :

"You could acquire either the ownership of that railway or the absolute control of running it over it."

Question of Running Powers.

The POSTMASTER GENERAL. The hon. gentleman says we could acquire the ownership or absolute control of running powers, and I suppose he would argue that running powers are equal to ownership. His scheme is not merely that the Canada Atlantic Railway should have running powers over the road he is arranging for, between Montreal and the west, but that the Grand Trunk Pacific Railway, the Canadian Northern Railway and the Canadian Pacific Railway shall have running powers as well. He proposes in his scheme to secure if possible a national railway highway; one that will be

available on fair terms for all railways. Now, if I can show that the hon. gentleman's opinion is, that no railway under the control of any one company will meet his expectations in that regard, I am sure he would not for a moment propose to deceive the House by pretending that he did not mean the actual acquisition by purchase of the ownership of that road. You will remember that in the government scheme we propose to own the railway from Moncton to Winnipeg and to reserve authority to enable us to grant running powers, just, and equitable and ample to all-comers. We attach a great deal of weight to that feature of the scheme, and we presented it to parliament with a great deal of confidence, but the leader of the opposition expressed his opinion on that question. The Prime Minister spoke on the 30th of July last, and the leader of the opposition in criticising the Prime Minister's remarks, expressed himself in these words :

" It is well known, not only amongst railway men but to those who are not railway experts, that the company which has the management or control of the line can regulate the running powers granted to other railways in such a way that they are of no practical advantage to the railway having these running rights. I do not think there is any doubt in the mind of any railway man in regard to that, and therefore I think that the running powers which are proposed to be granted over the line from Moncton to Winnipeg are of no real value.

Now, if on the 30th of July it was the opinion of the leader of the opposition that running powers even over a government road reserved for other lines, were of no value; what does the hon. gentleman wish us to infer from his statement of to-night that he only proposed to acquire running rights over the Canadian Pacific Railway from North Bay to Winnipeg. Why, Sir, the member for Bothwell (Mr. Clancy) in expounding the proposition of his leader,

Understood This to Mean the Actual Purchase of the Road.

The leader of the opposition proceeded to elaborate upon the principle of eminent domain and the right of expropriating railways if needs be in the public interest, and all his followers in giving their estimate of the cost of such scheme figured it out upon having to pay the Canadian Pacific Railway for its railway from North Bay to Winnipeg. But now for the first time to-night the leader of the opposition intimates that he did not mean that.

Mr. BORDEN (Halifax). I beg my hon. friend's pardon; I merely directed his attention to a portion of my remarks that he had not quoted.

The POSTMASTER GENERAL. Very well, if the remarks have any meaning at all, what is the meaning of them? The hon. gentleman advocated his scheme to buy from North Bay to Fort William, because among other reasons, the Intercolonial Railway, the Canadian Pacific, the Canadian Northern Railway, the Grand Trunk Railway should have running rights over that road. But he told us on the 30th of July last that running rights were no good over a company owned road, and, therefore, what good will that line be if the Canadian Pacific owns it and only running rights are acquired in it. The hon. gentleman either means something or he means nothing.

Mr. BORDEN (Halifax). Does the hon. gentleman wish me to answer him?

The POSTMASTER GENERAL. I am willing that the hon. gentleman should do so.

Mr. BORDEN (Halifax). In the one case, there is a lease to the Grand Trunk Pacific giving it control over the road. In the other case, which I have just suggested, the government would have either the ownership of the road or the absolute control of the running powers. In either case the running powers over that road, so far as all the companies are concerned, would be regulated by an independent power.

The POSTMASTER GENERAL. May I read to the hon. gentleman, for his information, a clause in the proposed lease, which he criticised on the 30th of July last? As the hon. gentleman is aware, the government is to own the eastern division, to be the landlord of it, and is to grant to the Grand Trunk Pacific a limited interest in it. This clause says:

"(a.) Reserving to the government in respect of its ownership, present and future, of the Intercolonial and any other line or lines of railway, running powers and haulage rights over the said eastern division upon equal terms with the lessees, subject to such reasonable restrictions as may be necessary to secure safety and convenience."

And so on. Then, as regards outside companies:

"(b.) Reserving power to the government to grant running powers and haulage rights sufficient to enable any railway company desiring to use the said eastern division, or any part thereof, to do so upon such terms as may be agreed upon between the companies, or, in case of their failure to agree, then upon such terms as may be deemed reasonable and just by the government, having regard to the rights and obligation of the lessees."

Under that wording, the government remains in possession to the extent that is necessary to give to all railways such running power as the government deems reasonable and proper.

Mr. BORDEN (Halifax). Having regard—

Cost of Line From Fort William to North Bay.

The POSTMASTER GENERAL. Having regard to the rights of the lessees, and the rights granted are subject to the reservation. The reservation is as large as the rights, and all have to be read together as one scheme, and the government is the tribunal who determines the rights of other companies and the terms upon which other companies shall use the road. And yet the hon. leader of the opposition

Expressed His Opinion on the 30th of July,

not only with reference to these words, but generally, that running rights such as these are of no practical value. If so, what is the meaning of his scheme to acquire the Canadian Pacific Railway from North Bay to Fort William, with a few words thrown in, that perhaps running rights might also meet the case?

The Hon. Gentleman's Own Colleagues all Understand His Scheme,

which contemplates the purchase of the Canadian Pacific Railway from North Bay to Fort William, a distance of 634 miles; and the question is, what will that piece of railway cost? The Canadian Pacific Railway Company is not in the habit, I think, of giving anything away at less than its value. I would not blame them for hanging on to their own; and if the hon. gentleman thought of expropriating—and this is what he hinted at—this line of railway, he will be confronted at once with an estimate of what it cost. The

hon. gentleman's own colleague, the hon. member for South Lanark (Hon. Mr. Haggart), speaking no doubt from his experience as Minister of Railways and Canals, stated that the cost of the railway from Fort William to North Bay had been \$60,000 a mile. If we get from the C. P. R. anything we require, at cost, I think we would be very fortunate. I do not propose to put it higher than cost; but I do say that the hon. gentleman will not succeed in expropriating that piece of railway from the Canadian Pacific Railway at less than its cost, as stated by the hon. member for South Lanark.

Mr. CLANCY. Does the hon. gentleman know what estimate was put upon it by the hon. member for Labelle (Mr. Bourassa) last night, which was less than was put upon it to-day, and that from the authority of an engineer?

The POSTMASTER GENERAL. I only know the estimate put upon it by the ex-Minister of Railways and Canals of the late administration, who with all the knowledge his office gave him, spoke officially in fact when he told us that the cost was \$60,000 a mile. The hon. member for Bothwell (Mr. Clancy) himself told us that he put the cost at \$45,000 a mile, in addition to which he was going to allow \$5,000 a mile for betterments.

Mr. CLANCY. I want to say to the hon. gentleman that I distinctly said that I did not put any estimate upon it. It was an estimate put upon it by a competent authority.

The POSTMASTER GENERAL. The hon. gentleman, in trying to satisfy this House what it would cost to carry out the scheme of the hon. leader of the opposition said that the estimate was that this particular railway would cost \$45,000 a mile, and that a large sum would have to be spent for betterments, which I think amounted to \$5,000 a mile. So that the hon. member for Bothwell put the railway from North Bay—

Mr. CLANCY. No, from Sudbury.

The POSTMASTER GENERAL. The hon. gentleman started from Sudbury, but the hon. leader of the opposition started from North Bay. You see, our hon. friends opposite are not in harmony, and I am defending the hon. leader of the opposition. That hon. gentleman is buying the whole railway from North Bay to Fort William, and the hon. member for Bothwell puts the price at \$50,000 a mile, and it is a question whether we will take his figure or the figure of the hon. member for South Lanark, viz., \$60,000. I think it probable that the hon. ex-Minister of Railways and Canals has a more accurate knowledge of the facts.

**At His Figure, Then, the 634 Miles From North Bay to Fort William Will
Cost us \$38,040,000.**

Canadian Northern Comes Into Play.

We have now reached Fort William. There we meet two railways, the Canadian Pacific and the Canadian Northern Railway. The hon. gentleman proposes to acquire some estate over the Canadian Pacific Railway. His scheme is to get a

Continuous Line of Railway From Montreal to Winnipeg

available for the Intercolonial Railway and all other railways. **He has already told us that running powers are a delusion, that they cannot be acquired so**

as to be of any value. Therefore, when he proposes to make use of these two roads in a certain way to make them effective, it cannot be under the old scheme of a company owning a line and giving running powers over it to others. He says :

"The third point which I would submit to the consideration of the House, as a sound policy, is to assist in improving the grades of one or both lines from Winnipeg to Fort William, upon the condition that complete control of rates is obtained and that the Grand Trunk Railway as well as the Intercolonial Railway shall have running powers from Fort William to Winnipeg."

His object is to secure a highway available for the Grand Trunk Pacific, the Intercolonial and the Canadian Northern. He has already told us that running rights cannot be acquired where a company owns the lines. How, then, is he going to acquire a proper highway to meet the services he is seeking? He is going to expend public money upon the Canadian Pacific Railway or the Canadian Northern Railway or both between Fort William and Winnipeg.

There is Only One Way, He Says, by Which the Public Money Expended on Those Roads Will be Saved, and That Will be by the Public

Owning Those Two Roads.

He might as well have said frankly that his purpose was to purchase these roads out and out, and that is practically what is admitted by his friends behind him. But, if he buys only one, which one will he buy? Does he pretend that he could buy the Canadian Pacific Railway from Fort William to Winnipeg and use it in rivalry with the Canadian Northern Railway or vice versa? I question if that would be considered a just arrangement.

He Must Buy Either Both or Neither.

For each has equal rights, and if he proposes to buy one, that carries the responsibility of buying both or ruining the other. But if he should buy only one, which one? The government of Canada built the Canadian Pacific Railway from Fort William to Winnipeg

And Paid for its Construction \$15,638,549.

The government then made a free gift of it to the Canadian Pacific Railway. Without adding one penny to the original cost of that line from Fort William to Winnipeg, it cost us, if we only had to pay what was originally expended upon it \$15,000,000. Then take the Canadian Northern Railway, which runs side by side, that cost \$25,000 per mile, and no one will say that that is an over estimate. If that estimate be satisfactory, it means that

The Purchase of the Canadian Northern Railway From Fort William to Winnipeg Will Cost \$10,625,000.

Now, the purchase of these different roads and the construction of two pieces

Would Aggregate in all \$26,263,549.

And when he has this road to Winnipeg, I presume he proposes to equip it with rolling stock. How much he proposes to expend on rolling stock, I do not know, but if the Grand Trunk Pacific Railway consider \$20,000,000 not too much to expend on rolling stock, with which to equip its proposed new line, at least half that would be required to make this extension of the Intercolonial Railway effective.

If so That Would Mean \$90,000,000 Odd

for bringing the Intercolonial to Winnipeg.

Assuming that the leader of the opposition has carried out his policy, assuming that he has expropriated the Canadian Pacific Railway from Fort William to North Bay, I would like to know what effect that is going to have on the railway system of the Canadian Pacific Railway and our western trade? Everybody knows that the 634 miles operated by the Canadian Pacific Railway between Fort William and North Bay is about the most unprofitable piece in all Canada. Everybody knows that the Canadian Pacific Railway have an alternative route from Duluth to Sault Ste. Marie, a distance of nearly 400 miles, which they would be only too glad to use if they could get rid of the expensive north shore piece of railway.

The Hon. Gentleman Proposes to Take Out of the Dominion Treasury \$38,000,000

and hand it over to the Canadian Pacific Railway for the purchase of its railway from Fort William to North Bay. The Canadian Pacific Railway could then turn around and build a short line of railway, 360 miles in length, from Winnipeg to Duluth, side track Fort William and Port Arthur, and divert the whole western traffic via Duluth, going down from and coming back to Canada by the Sault Ste. Marie. The Canadian Pacific Railway is at present maintaining two lines of railway for its western traffic going east, with the exception of a short link between Winnipeg and Duluth of 360 miles.

Every Day it Runs a Train From Fort William to North Bay.

it loses money. I am not in a position to say how much but an hon. gentleman opposite—speaking with I do not know what authority—suggests that \$1,000,000 is the annual loss in operating the railway between Fort William and North Bay. That may or may not be correct. But that line follows a rocky coast, as every body knows, on which there is not sufficient traffic to make it pay, and besides the grades are bad, the curves are severe and it is altogether an expensive road to operate.

Nothing Therefore Would Suit the Canadian Pacific Railway Better

Than to be relieved of the cost of opening that road; and were the hon. gentleman's policy carried out and the Canadian Pacific Railway paid \$38,000,000 of the people's money to sell out what is a dead horse, namely the line from Fort William to North Bay, they could take \$13,000,000 of that money and build a road from Winnipeg to Duluth. That would be the outside cost, and they would then have complete connection between Winnipeg and the Soo, around the south shore of Lake Superior through the United States and could divert all the Canadian traffic over that route from the hon. gentleman's common national highway.

The hon. gentleman proposes to give the Canadian Pacific Railway \$38,000,000 to divert traffic from Canada to the United States, to destroy our own ports, Fort William and Port Arthur, and to build up Duluth in their stead. We, on the contrary, aim at having a Duluth of our own on the north shore of Lake Superior.

The hon. gentleman proposes to Americanize the Canadian Pacific Railway, to rob it of its national character, to divert the commerce of Canada to the United States, and build up the rival city of Duluth as against Canadian ports

What Would Be the Effect of the Hon. Gentleman's Scheme

If he could carry it out? If the grain of the North-west, which the Canadian Pacific Railway carries, were brought to Duluth instead of Fort William or Port Arthur, Canadian shipping would immediately be made subservient more or less to the laws applicable to the United States mercantile marine.

It Would Mean the Driving Away Largely

of Canadian mercantile marine from the lakes, and all for what purpose? Can any one tell us what purpose will be served?

Passing of a Gold-brick.

Who has been the hon. gentleman's adviser? Does the hon. gentleman feel proud of his scheme, the product of eighteen days' reflection? It cannot be that it is the outcome of eighteen days' reflection. It must have involved long consideration by persons better versed in these matters. As the hon. member for West Toronto (Mr. Clarke) once said, there must have been some gold bricking done; and I submit that on this occasion

A Very Considerable Gold Brick

Has been passed on the leader of the opposition by the Canadian Pacific Railway.

What are we to Gain by Spending \$84,000,000

To buy up the existing roads between Montreal and Winnipeg? The expenditure of that money

Will Not Open up for Settlement One Additional Square Mile of Country. It will transfer many millions of the people's money into the treasury of some company, but it cannot possibly be of any service to the people of Canada. **It will take \$84,000,000 out of the treasury of Canada** and put it into the treasury of some railway companies which have already been well subsidized.

It Will Do Worse.

It will throw upon the country for all time the cost of maintaining an unprofitable section of railway between Fort William and North Bay. In every way, it will be adverse to our interest and yet we are told by our hon. friend from Bothwell (Mr. Clancy) that it is a work of constructive statesmanship. The hon. member for Bothwell, in his description of this scheme, stopped at Winnipeg. Why did he go back on his leader? His leader did not stop at Winnipeg. The hon. member for Bothwell either did not understand the scheme or he is going to repudiate it all west of Winnipeg. Let me again come to the rescue of the leader of the opposition; his is a larger scheme than that:

"The fourth point——

Now, this is the fourth point. It is not a casual observation, it is a point, it is number four; I am quoting the words of the leader of the opposition.

"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."

During this discussion we have estimated the prairie section at 1,000 miles. The hon. gentleman supported a short time ago a guarantee of bonds by this government to the extent of \$13,000 a mile, to the Canadian Northern Railway for some eight hundred miles; their line did not cross the whole prairie.

When you get to Edmonton, the point to which he is prepared to help the Grand Trunk Pacific Railway, you have reached a point some thousand miles west of Winnipeg. I presume that the hon. gentleman is prepared to aid the Grand Trunk Pacific Railway Company on the same scale as the Canadian Northern was aided, namely, \$13,000 a mile. If that is so, \$13,000,000 must be added to the cost of his scheme for the aiding of the Grand Trunk Pacific Railway from Winnipeg to the point in question. The hon. gentleman having got west of Winnipeg to the mountains the question arises, what next? There he expects a conjunction of the Grand Trunk Pacific Railway and the Canadian Northern and if those two roads are quite agreeable to building a railway from a common point to the coast let them do it, but if they are not prepared to do it, then the hon. gentleman is willing that

That Railway Should be Built at Once at the Cost of the Treasury of this Country.

These are his words :

"At some point on this side of the Rocky Mountains, there should be a common point, a junction, between the Canadian Northern Railway and the Grand Trunk Pacific Railway. From that on to the coast there should be one line. That line should be built by these companies, on such an arrangement as would give them joint control. Should there be any difficulty in coming to such an arrangement, the government should build that line itself and maintain control and give these railways for a term of years running powers over it."

Thus, Sir, he is prepared, unless the two railways will do it, to build a railway and to give running powers over it. The length of that railway will be 600 miles and no one will estimate the cost of the mountain section at less than \$50,000 a mile.

Mr. CLANCY. The hon. the Minister of Finance stated that the length of that section would be 480 miles.

The POSTMASTER GENERAL. I have not the figures of the Minister of Finance before me, but I understand that from this point at Edmonton it will be some 600 miles.

The MINISTER OF FINANCE. I did not say that it would be 480 miles from Edmonton.

The MINISTER OF FINANCE. That is not from Edmonton.

The Line From Edmonton.

The POSTMASTER GENERAL. Taking the length of the line from Edmonton to the coast at 600 miles, and estimating the cost at \$50,000 a mile, we will have \$30,000,000. Thirty million dollars added to the \$84,015,549 which

It Has Cost to Bring His Railway to Edmonton Makes \$114,015,549.

That is the cost of the extension of the Intercolonial Railway from Montreal to the coast, not including aid to the prairie section of the Grand Trunk Pacific Railway.

Now, the hon. gentleman (Mr. Borden, Halifax) has got one railway to the coast and you would think that that scheme ought to have satisfied the ambition of any ordinary man. But not so on this occasion. **The hon. gentleman told us**, and he told us particularly, that the country was not afraid of spending money, and the hon. gentleman is not afraid of spending money. I take him at his word, I have not the slightest doubt of the accuracy of that statement, because, having got to the coast, he turns back again to the east with an eye on Moncton and Halifax—and I do not blame him for that. He considers how he is to square himself with the people of the east on the unfortunate position in which he placed himself on the 30th of July last. So he approaches the question a little gingerly but still his meaning is not difficult to discover. On the 18th of August, addressing himself to the subject of a government line, he says :

“ I say that if there is a better line between Lévis, or Rivière du Loup, or any such port on the Intercolonial, and Moncton, a line the construction of which will give to Halifax and St. John a better fighting chance for western traffic than that which they have at present, I will support the construction of that line. But I will not support it with the object for which this Bill provides. I will tell my hon. friend how I will support it. I will support the construction of that line as part of the Intercolonial Railway.”

Therefore, he says, if a better route can be obtained

He is Prepared to Extend the Intercolonial from Moncton to Lévis.

It is not a question of cost, it is not a question of paralleling the Intercolonial. He is prepared to build a railway from Moncton to Lévis; he is prepared to take the through traffic, or all traffic if needs be, off the main line of the Intercolonial which now follows the south shore of the St. Lawrence; he is prepared to incur all the expense if a better road can be obtained. **It is not a question of cost**, he commits himself up to the handle because everyone knows that a better road than the existing line of the Intercolonial can be obtained if you do not object to the cost. Engineers can get you what you are prepared to pay for. It is a question of a better line and money does not concern him because as he said :

“ The people of the country are not afraid of spending money, if it is spent in a sane and reasonable way”

“ There is no reason to be afraid of spending money, I am not afraid of spending money. And the country is not afraid of spending money. But let us spend it in a reasonable and proper way.”

Everyone will concur in

The Hon. Gentleman's Statement That He is not Afraid of Spending Money

After the words I have quoted from his speech. He is prepared, if a better line can be got, to build from Moncton to Lévis and I am sure the hon. gentleman could not go back to Halifax to-day and say that he was not honestly in favour of the construction of a line between Moncton and Lévis—not only in favour of constructing such a line, but of constructing it at the earliest possible moment, and I expect that before this debate is concluded the hon. gentleman will come all the way over and say that he heartily approves of the immediate construction of a line from Lévis to Moncton.

Mr. BORDEN (Halifax.) Will the hon. gentleman permit me to say that he has misquoted my remarks in that he has not given my entire statement on this point. I said, immediately following the words the hon. gentleman has quoted:

"In all this, act reasonably, survey your country, consider your course, consider the distance to be saved, consider the cost of haulage to be saved. Do not plunge into the thing rashly, do not undertake to build it upon a survey made thirty or forty years ago when railway conditions were different from what they are at present. Go into the enterprise sanely, after having obtained information which would justify you in believing that it would give a better chance for trade to the people of the maritime provinces."

From Moncton to Lévis.

The POSTMASTER GENERAL (Hon. Sir William Mulock). The hon. gentleman has not at all displaced anything I have said. I did not pretend to read all his words I read the portion of his remarks wherein he said that if a better line can be procured he is prepared to build a line from Moncton to Lévis.

The Question of Cost is a Circumstance, but it is Not a Controlling Circumstance With the Hon. Gentleman,

Who, I am sure, will not say in this House that he is against the building of a line from Moncton to Lévis, nor for that matter from Lévis or Quebec to the Pacific ocean. The hon. gentleman is prepared to build a line from Moncton, to put it under contract from Moncton to Lévis if an engineer can tell him that a better line than the existing Intercolonial line can be obtained. That is his proposition, he has put himself on record and from it he cannot recede. Either that is true or he did not intend to express himself as he did in the language which I have quoted.

Hon. gentlemen have said that it will cost \$10,000,000, I think they say \$15,000,000 to build from Moncton to Lévis. If that line would be 400 miles long and \$25,000 a mile is put down as the cost, it will cost \$10,000,000. I am sure there is not an hon. gentleman in the House who will say that this is an unreasonable estimate.

Hon. Mr. ROSS (Victoria, N.S.) Too low.

The POSTMASTER GENERAL. Well, I won't say whether it is too low or not. The Minister of Finance, I think, estimated it at something like that. Now we have reached Lévis at the south side of the river St. Lawrence, a mile or two from the city of Quebec. What is his policy when he gets to the city of Quebec? Again, I will read his words:

"So far as the line from Quebec to Winnipeg is concerned, I am not disposed to minimize the possibility of that northern country. Looking at the history of the great west, there may be a great flood of settlement into that country north of Lake Superior, some day or other, at least up to a certain point west, but I do not think we know enough to justify us at present in saying that there will or will not be, because I do not know how far that country is capable of competing, in the early future, with the magnificent country we have in the North-west. I have some doubts as to whether or not that great northern country may 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 my 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 as the requirements of the people and colonization demand. To build it after you have obtained the fullest possible information and obtain that information with the least possible delay. You may find curious

conditions surrounding you when you get into that country. You may find that the road, which is the most direct line to the Pacific coast, will not be the road that will open that country for colonization. You may find the road running one way for colonization purposes and another way direct to the coast.

"You may also find that a line running north from the northern part of Ontario will be required for the development of that country. You must go upon information, upon sound and reasonable lines, and when you do that, give to that country all the development which the people require. Not only build that line, but operate it as a government line. A government line, it seems to me, would be peculiarly suitable to that country for colonization purposes, and I see no reason why the problem should not be solved in that way. If within a certain number of years, a practical route be found, then extend that road to the Pacific coast? Build it as a government road from Quebec to the coast. Be not afraid to undertake that project, but do not undertake it until you have the information, the data which will enable you to deal with it. I am not saying this for the purpose of delay. I believe in going ahead with the work once you get the information and the data which are necessary."

I have read all that the hon. gentleman has said on that point, and I think the fair deduction from it is this: The very moment you get enough information, go ahead with the road. Surely the hon. gentleman, at his age, is not going to say that the people must go into that terra incognita before there is a railway.

To-day Railways are the Pioneers of Settlement. If that Country is to be Settled, Railways Must go First.

The hon. gentleman says that as soon as there is information obtained about that country, go ahead with the enterprise.

"I am not saying this for the purpose of delay. I believe in going ahead with the work once you get the information and the data which are necessary."

Now, if to-morrow the information and the data were forthcoming, then the hon. gentleman would believe in proceeding at once with the work. As the First Minister has explained, there are mountains of information upon this subject.

An hon. MEMBER. Where are they?

Mountains of Informations.

The POSTMASTER GENERAL. They are everywhere. There are more on the Table of this House than any hon. gentleman of the opposition has waded through. The library is full of them, the woods are full of them. There are survey parties in every part of that district to-day, and in a few short months probably there will be no part of Canada better known than the country between Winnipeg and the city of Quebec. As soon as the snow goes away next spring, I have no doubt that the surveys will be in that forward state that the actual work of construction may be and will be undertaken. Now if the information is forthcoming

The Hon. Gentleman's Policy is to Build at Once, Not to Wait.

Now, we have him on his second transcontinental trip across the continent. We have got him as far as Quebec. Now to Winnipeg the distance is 1,400 miles. I will allow that here he proposes to build a colonization road. I suppose he means a cheap road, a road inexpensive to operate. If so, I would take exception to the wisdom of putting in a cheap road in a country that is about to be settled up. If there is any class of people who are entitled to cheap rates, to the best railway facilities for their commerce,

It is Those People Who are the Pioneers

Of settlement in the unknown solitudes of the north. Why the hon. gentleman will pass upon them a cheaply constructed road, though expensive to them, I am at a loss to understand. However, he proposes to treat these people with a colonization road, a cheap road to the country,

A Dear Road to Them.

If so, if it costs the government \$25,000 a mile to build a first-class road from Winnipeg to Quebec, I will take off \$5,000 a mile, and suppose that we can get his cheap colonization road at \$20,000 a mile.

Mr. CLANCY. The Minister of Finance put it at \$28,000.

A Properly Constructed Road.

The POSTMASTER GENERAL. The Minister of Finance was speaking of a properly constructed road. The Minister of Finance proposed a good trunk line, useful for other purposes as well as for colonization; the leader of the opposition proposes what he calls a colonization road, which I suppose is not a road of this character, but a road of severe grades and many curvatures, cheap as to cost but expensive as to rates to the people who supply the traffic. I would not favour that kind of a road; but as the leader of the opposition is now submitting his policy, I am endeavouring to present it fairly to the House. Fourteen hundred miles of a colonization road between Quebec and Winnipeg could be built for \$20,000 a mile, amounting to \$28,000,000. Then the hon. gentleman proposes to extend that line across the continent. I do not see why, after building a government line from a point near Edmonton to the coast he should build another. Speaking on page 9295, on the 8th of August, the hon. gentleman says :

" Not only build that line, but operate it as a government line."

Then extend that road to the Pacific coast.

I would have thought it more economical to endeavour to connect that road with the mountain section which he is going to build from Edmonton to the coast, but the hon. gentleman probably had some other scheme in his mind. Therefore, we have to figure this line through to the coast, and if so, we have to allow, I suppose, at least \$20,000 a mile for 1,000 miles costing \$20,000,000. Then there is another \$30,000,000 for the 600 miles of the mountain section, making in all \$93,000,000.

**So His Second Transcontinental Railway Will Cost the trifling sum of
\$88,000,000.**

His first transcontinental railway has cost \$114,115,549. Add to that the cost of his second transcontinental railway, \$98,000,000, and

His Two Lines Will Cost Not Less Than \$202,113,549.

He is not afraid of spending money. It will have to be equipped with rolling-stock, both these lines are to be operated as government roads. The Grand Trunk Pacific undertake to put \$20,000,000 on their line; it will take twice that to equip the two lines. I add, there, \$40,000,000 for equipment of the two lines, and you have

The Total Cost of His Two Lines as \$242,113,540.

I am ashamed of our modest scheme costing the taxpayers only \$13,000,000. Now, let us leave the railway. There are other features of his scheme. The hon. gentleman proposes to purchase the Canada Atlantic Railway transit fleet. What does that involve? Let me give the hon. gentleman's words. Having pointed out the great service performed by the Canada Atlantic transit fleet, he proceeds to say :

"While there may be some difficulty in the Crown owning steamers which ply in foreign countries, I should suppose, though I did not consider the question very carefully, a difficulty of that kind could be overcome by maintaining the present organization; or in other words, the legal title to the steamers would remain vested in the company, and the government could own stock in the company in the same way that the British government can own stock in the Suez canal."

He proposes that this government shall go into the grain-carrying trade on the upper lakes.

What Effect Will This Action Have Upon Private Ventures of the Same Kind?

There are many millions of dollars of Canadian money at the present time invested in vessels upon our inland waters engaged in the grain-carrying trade. How will the owners of these vessels be able to compete with the government steamers engaged in this same line of trade? Will it be fair to them that they shall be liable to the competition of the government fleet of steamers? Why, Sir, it is only necessary to propound that proposition to cause any hon. gentleman to withdraw from it as an unsound policy.

The Government Has to Engage in Either the Whole Grain-carrying Traffic on the Lakes or no Part of it.

The government cannot engage one ship in the grain-carrying trade on the upper lakes in competition with private capital, without being called upon to purchase all the vessels engaged in the traffic and be responsible for the whole traffic. It is either all or none, and

As to What it Involves no One Can Form a Fair Estimate.

It means the government buying up all the vessels now engaged in the traffic, it means putting an end to all private enterprise of this character, it means a system of paternalism in connection with the carrying trade that no business man would seriously propose and yet that is what the hon. gentleman proposes in this scheme. He says :

"Thoroughly equip our Georgian Bay ports——"

Proper Equipment of Ports.

What does that mean? Everybody is in favour of the equipment of the ports as rapidly as the circumstances of this country will permit. But it cannot all be done at once. The demands upon the treasury of this country are great. I doubt if there is any five millions of people in the world having greater responsibilities and rising more to the occasion than the people of Canada, but we cannot equip our great inland waters all at once. Remembering that we have inland seas and rivers 2,000 miles in extent. It is impossible for any government at once to be able to complete the equipment and put everything in a perfect state such as only time and the great experience and expenditure will produce. But he says :

"Thoroughly equip our Georgian Bay ports, our national waterways——"

I sympathize with that proposition.

"—our St. Lawrence route——"

I sympathize with that proposition.

"—and our ports on the Atlantic coast."

I sympathize with that proposition. Then he says abolish if necessary the harbour dues on the Atlantic coast and on the Georgian Bay. Will the hon. gentleman tell us what is involved in that ?

Has the Hon. Gentleman Considered the Consequence

Of abolishing the harbour dues in any harbour in Canada ? Take for instance the harbour of the city of Quebec. The city of Quebec collects dues upon shipping. It is a practice common in all ports to impose dues upon shipping, these dues being funded and expended in improving harbour facilities, the constructing of docks, dredging, elevators and providing other harbour advantages. The harbour commissioners have incurred debts in order to provide these facilities and the only revenue wherewith they can pay their debts is derived from the dues collected from shipping. The hon. gentleman proposes to make free our Atlantic ports, our inland ports, the ports of Montreal, Quebec, St. John and others. It is in the power of parliament to abolish the dues collected by the city of Quebec. The city of Quebec to-day has borrowed and owes for money expended in improving its harbour, \$5,803,538, and the only way whereby it can pay that money is by imposing dues upon shipping. The hon. gentleman proposes to abolish those dues.

If He Abolishes Those Dues He has to Assume the Debt of the Quebec Harbour.

You then had to add to the cost of this scheme the debt of the harbour of the city of Quebec, amounting to \$5,803,538. Then, coming to Montreal, the harbour commissioners of Montreal have been doing their best to improve the harbour of that great city, and they have expended and are authorized to expend \$8,054,156. If, Mr. Speaker, we carry out the hon. gentleman's policy and wipe out the dues upon the shipping that comes to that harbour, no matter how desirable it would be if the circumstances allowed, how are we to meet the debt of the harbour commissioners of the city of Montreal ? We have to pay that debt as well. Add that debt to the debt of the harbour of Quebec and add that to the other Bill

And We Have \$255,971,233, as the Ascertained Cost in Giving Effect to the Hon. Gentleman's Scheme.

Again I deplore the insignificance of our little scheme alongside of this one. That represents the two harbours of Quebec and Montreal, and I am proud to say they are not the only harbours in Canada. There are other harbours that have debts. I need not mention them all. We have harbours on the Atlantic coast. I do not know to what extent they are in debt.

Hon. Mr. ROSS (Victoria, N.S.). There is no debt on the harbour of Halifax.

Free Harbours Impossible.

The POSTMASTER GENERAL. Happy Halifax. Perhaps that was a circumstance that led my hon. friend into this mistake, but there are harbours where there are debts. What about the harbours on the Pacific ocean, and what about the harbours on the inland waters? Are all these to be made free harbours?

You Cannot Make One a Free Harbour at the Public Expense Without Making Them all Free Harbours,

And we can contemplate the cost that would be involved in paying the debts of all the harbours of this great broad Dominion. That is involved in the policy of the hon. gentleman. Then, there is one extraordinary enterprise in which he proposes to embark. I do not wish to misrepresent him, and therefore I will again quote from his words. Speaking as to terminals, he goes on to say:

"The elevator question in the west, in connection with these terminals, is a very important one, and it is one that will have to be dealt with by the government, and dealt with under the best possible expert advice. We know that in the western states a farmer, on putting his grain in the warehouse, gets a certificate which is guaranteed by the state, and which is practically so much money to the person for whose benefit it is given. He can go to any bank and draw the amount at once. This is a matter that I have not studied or carefully considered—"

I am inclined to agree with him.

"but it seems to me it would be a proper subject for this government to fully investigate, with a view to deciding whether some similar system could not be adopted in this country, so that the farmer of the west, putting his grain into warehouse would receive such a certificate; would, if necessary, have the whole faith of the country pledged to the accuracy of the certificate, and be liable to realize upon his grain at once."

Well, Sir, there are a large number of people in Canada pursuing the business of warehouse men as a calling. They have their warehouses and their business arrangements, and

If This Government is Going Into This Business of Warehousing Grain for Hire, What is to Become of Those Who Have Already Invested Their Capital in it.

They could not compete with the government, they would have to retire from business, and so the hon. gentleman proposes to displace the warehouse business in which hundreds of people in Canada are engaged, and to have that business carried on by the state. It may be a forward movement; it may exist in some places in the world, although I am not aware of any government ever having taken upon itself such a responsibility. But most extraordinary of all, the leader of the opposition proposes to go into the business of building barns, and storehouses, and elevators and warehouses, and he goes on to say:

"We shall have enormous grain crops in the North-west, and it would be an economic waste, it seems to me, for 100,000 farmers to build 100,000 barns or warehouses, when, by means of proper transportation facilities, their grain could be stored for a merely nominal charge in elevators erected as a common enterprise."

There he proposes to go into the elevator business as a common enterprise, and not as a mere business transaction, but to carry it on at a nominal price. Let us read it again:

"We shall have enormous grain crops in the North-west, and it would be an economic waste, it seems to me, for 100,000 farmers to build 100,000 barns or warehouses, when, by means of proper transportation facilities, their grain could be stored for a merely nominal charge in elevators erected as a common enterprise."

That is the policy which the hon. gentleman proposes to us. I wonder if he formed any estimate of what is involved in that proposition to provide elevators for him to store at a nominal charge all the grain that would be stored in 100,000 barns in the North-west.

Is He Going to Provide Elevators for Other Farmers Than Those of the North-west ?

There are to-day millions of dollars invested by private capital in elevators and warehouses and is the hon. gentleman prepared to buy these concerns ? If he is going to build elevators what becomes of those now existing through private capital and which in order to make them pay have to impose substantial and not merely nominal charges. If he provides elevators and warehouses for 100,000 farmers in the North-west to store their grain at a nominal charge, does he not think that he would have to build as many elevators, barns, and warehouses as would be necessary to store all the grain of Canada at a nominal charge ?

If You Build Warehouses and Barns and Elevators for 100,000 Farmers in the North-west, Why Should You not do the Same Thing for the Farmers in Other Parts of Canada.

Mr. COWAN. That's a barn-yard policy.

Careful Regard for the Treasury.

The POSTMASTER GENERAL. And although the leader of the opposition takes very little heed of money, this government having that careful regard to the public treasury which has always characterized them, must take note of the cost that such

A Mad and Wild-cat Scheme

As that proposed by the leader of the opposition would involve the country in. The hon. gentleman proposes to spend \$84,000,000 to get the Intercolonial Railway extended to the Northwest, although it would be of no public service to the Dominion, and indeed would not be a service but would be a positive injury to the people of Canada. He proposes as part of his scheme to take a portion of the Canadian Pacific Railway line and to force them to divert a large part of their traffic from the north shore of Lake Superior to and through the United States. He proposes to ignore practically, until some period that may suit him—he says when he has had surveys made—the great country lying between Quebec and Winnipeg. In fact, Sir, in the matter of ignoring Canadian interests

His Scheme is More in Favour of the United States Than of Canada.

My opinion is that we cannot at too early a moment build this railway, and particularly that portion of it from Moncton to Winnipeg which has most received the active hostility of hon. gentlemen opposite.

**There is a Feature in Connection With Our Scheme that Must Commend
Itself to Those Who Fairly Understand it.**

From the commencement to the end; from Moncton through New Brunswick, Quebec, Ontario, Manitoba, the Territories and British Columbia;

**From Ocean to Ocean in Addition to Being a Trunk Line it is a Colonization
Line Opening up and Making Valuable Millions of Acres of Produc-
tive Land Which is at Present Valueless to the People of Canada.**

A few days ago an hon. gentleman opposite asked: What is this going to do for the province of Ontario, and he argued that a large portion of the cost of the enterprise was going to fall upon that province. I deprecate sectional appeals, but when I am asked what good this railway is going to be to Ontario, I at once remember that we have in that province of Ontario, lying in track of the line in question, an area of country, an empire in extent and in wealth, 16,000,000 acres of land all of which will be made merchantable and valuable by means of this railway. Suppose this railway would make this land only worth a dollar an acre,

**These 16,000,000 Acres Would More Than Pay the Whole Cost to the
Dominion of this Enterprise.**

There is not a man who regards his status in this country who will say that that property will not be enhanced in value many fold over one dollar an acre by the construction of this line. Why, Sir, if that 16,000,000 acres in Ontario alone, is made to be worth three dollars an acre, there we have a value of \$48,000,000 given to what is now a valueless estate. The Minister of the Interior told us that it would also make valueable a large tract of Crown lands in the territories—I think he said some 20,000,000 acres, which at only two dollars an acre would at least be equal to \$40,000,000. I say nothing of the province of New Brunswick, because I am not quite so familiar with the geography of that province, but we know from the map that this road will traverse a new district, and that throughout the whole distance it will be from 35 to 75 miles away from the existing railway. Fancy the value it must give to the lands that will be made accessible to the market by the construction of the railway through the provinces of Quebec and New Brunswick.

Mr. HUGHES (North Victoria.) Does the hon. minister mean to say that this road will be from thirty-five to seventy miles from any railway existing to-day in New Brunswick or Quebec?

The POSTMASTER GENERAL. From the Intercolonial Railway. It may cross a railway; but it is because it is going to be so productive that we find public opinion in New Brunswick to-day overwhelmingly, unanimously, in favor of this scheme.

The voice of New Brunswick speaks for itself. I cannot say from my own knowledge how it will affect the province of British Columbia; but I had a letter put in my hand to-day from a gentleman in Victoria, B.C., who, speaking of this measure, expresses himself as follows:

"With regard to the Grand Trunk Pacific scheme, it is very well received all round. Of course, there are some who would kick anyhow; but, so far as British Columbia is concerned, I think it is a scheme which will be found acceptable to the large majority of people in the country. At any rate, it is one which I think people will be very foolish to pass, now an opportunity of that kind is afforded, and, if knocked on the head, of which I do not think there is the slightest prospect—"

Nor does any one here—

“—it would be very difficult to get the same scheme again, or one which affects the country so well.”

That is from a gentleman in high standing in British Columbia. The name of the writer of this letter is H. G. Helmcken, K.C. He is president of the Conservative Association of the city of Victoria.

The Mandate From the People.

Mr. Speaker, it has been stated by a number of the members in opposition that we have no mandate from the people to build this railway. A number of them challenge us to go to the country first. We had some challenges of that kind thrown across the floor of the House to-day. The hon. member for East Grey (Mr. Sproule) particularly sought to make the point that the government had no mandate from the people to build a transcontinental railway. If the government, twice sustained at the polls has no mandate from the people to build one transcontinental line, may I ask whence the opposition, twice defeated at the polls, derive their authority to build two transcontinental lines? If, according to their reasoning, each defeat carries with it a mandate to build another transcontinental line, perhaps I would not be inaccurate in prophesying that in the not distant future they will receive a mandate to build a third transcontinental line. Why, may I ask, did the people in 1896 summon the Liberal party to power?

Mr. URIAH WILSON (Lennox). God knows.

The POSTMASTER GENERAL. And doeth all things well. Was it in order, Mr. Speaker, that the country might remain in commercial stagnation, and mark time, as it did for many years under the administration of hon. gentlemen opposite? It was not necessary to have had a change of government in order to maintain that state of affairs. The hon. gentlemen opposite manifested through long years their capacity to keep the country at a standstill. The people called upon the Liberal party—one hon. gentleman says, God knows why. He and the people of Canada evidently thought alike. The people of Canada, by their decision at the polls, manifested a desire that this country should take on an onward policy, should have

An Onward Canada Party,

And that Canada should enter upon a period of vigorous, robust and healthy growth towards manhood, until she should win for herself her proper place amongst the nations of the earth. Even if I were to yield to the argument of an hon. gentleman opposite, that we had technically no mandate from the people to build a transcontinental railway at this moment, I submit that

Events are Happening Which in Themselves Amount to a Mandate.

Before this line can be completed, circumstances will justify, even more than they do now, the wisdom of the course we are pursuing. Magnificent streams of population are pouring into the great North-west. Before this railway is completed, the population west of Lake Superior—a population largely composed of people not of our own race although they are welcome here—will equal almost one-half, and by the time the railway is five years in operation, will equal almost the total population of old Canada to-day.

Geographically Their Neighbours Will be the People to the South in the American Republic.

Already we see the most active efforts being made by the enterprising citizens of that country to divert the commerce of our western territories into United States channels.

Between Old Canada and New Canada,

Between the west and the east to-day, there lies extending from the city of Quebec to the city of Winnipeg, a territory nearly 1,300 miles in length, and averaging nearly 300 miles in width, and having an acreage of no less than **240,000,000 acres**—240,000,000 acres of land rich in undeveloped agricultural, mineral and various other kinds of wealth, and ready to yield up this wealth to man if only we will put transportation facilities within its reach. A slight examination of the maps of Europe and America will give some idea of the area of this vast country. It exceeds by 175,000 square miles the area of Germany, with its 56,000,000 population. It exceeds by 180,000 square miles the area of France, with her 39,000,000 population. It is 250 per cent bigger than Italy, with her 33,000,000 population. It is larger than thirty Belgiums. It is many times the size of the United Kingdom of Great Britain and Ireland, with its 41,000,000 people. It exceeds by 25,000 square miles the total area of the states of Maine, New Hampshire, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Delaware, Maryland, Virginia, North Carolina, South Carolina, Georgia, Florida and Alabama; being the whole of the Atlantic coast states of the United States extending from the state of Maine, within a few miles of our own river St. Lawrence down to the coast of Florida and around to the Gulf of Mexico.

That Vast Solitude is Lying To-day as a Wedge of Separation Between Old Canada and New Canada.

Patriotism and Nationality.

For my part, I am unable to understand how the millions of people who are to settle in our great North-west

Many of Them Citizens of Foreign Countries,

Are going to have implanted in their hearts the feeling that they are living in a united Canada; I fail to understand how we are going to cultivate in them a love for Canada, a determination to stand for all Canada, and to die, if need be, for all Canada, if there is to be continued commercial and social separation between the east and the west. In my opinion,

The National Life of Canada is Involved in This Enterprise.

We see in the east the consequences of separation. We all deplore, every day of our lives, the circumstances that the state of Maine projects into Canada to a large extent, separating the maritime provinces from their sister provinces in the west, and yet

This Land of Solitude, Unpeopled and Undeveloped,

Between Quebec and Winnipeg, is larger in area than a dozen states of Maine. **The Question Before us is, Whether we are Going to Have One Canada or**

Two, One People or Two Peoples.

In my opinion, you cannot have one ^{people} people if you have this hiatus of settlement. In order to have one people you must have a continuous settlement from ocean to ocean, from Quebec to Winnipeg, and on to the waters of the Pacific. We are urged to delay. The First Minister said, and said wisely and rightly—and in saying it he touched the hearts of the people—there is no time for delay.

The Occasion Demands Action.

We have a tide of immigration flowing into Canada to-day exceeding that flowing into any other country in the world. Let this tide of immigration be checked, and how many years will be lost before the movement can be started again?

Now is the Time to Strike.

Hon. gentlemen opposite want us to wait until depression overcomes the land. One would imagine they were praying for depression. Well, we have had depression and may Heaven prevent Canada from its return. Wait, they say, until depression overtakes us. Why, Mr. Speaker,

Canada To-day is a Country of Promise;

And it is because it is a country of promise, because our outlook is so bright, we have been able to make such a satisfactory bargain. Now that we have the opportunity, let us clinch the bargain. Let us strike while the iron is hot, get the railway completed at the earliest moment, and **give permanency to that prosperity and development which now so happily blesses this country.**

