

EVENTS

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17
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How It Would Work.

THE extension of the Intercolonial to Georgian Bay is described by the Winnipeg Telegram as of "the greatest public importance." The Intercolonial Railway is now at the Georgian Bay by means of an extension of that road over the rails of the Grand Trunk, Canada Atlantic and Parry Sound railways. There is a continuous line of rails joined to the Intercolonial at Montreal running from that harbor to Parry Harbor on the Georgian Bay. If the freight train which runs from Montreal to Parry Harbor or from Parry Harbor to Montreal had painted on it the letters I.C. R., it would not carry a single pound of freight more than it is carrying now and, therefore, as a feeder for the Intercolonial the value of the Canada Atlantic system alone would not be enhanced.

With the Canada Atlantic system in the hands of the government it would do a great deal less business than it does now. It would carry less traffic from the Georgian Bay to Montreal and the I.C.R. would have less to carry on to St. John. Why? Because the bulk of the Canada Atlantic east bound freight is received from Chicago and it would be very much more difficult,

if not impossible, for the King to do business in Chicago. It must be remembered that the government does everything, including its railway business, in the name of the Crown, and it can do nothing except in the name of the Crown. If the King of England was trying to take business in Chicago away from rival systems owned and controlled in the United States does anyone imagine that these rival systems would not immediately twist the lion's tail to such an extent that the government road to Parry Harbor would be practically put out of business?

What is needed is a practical railway proposition, and the Intercolonial would benefit, to connect the Canada Atlantic system at Parry Harbor with some system in Western Canada that will make it independent of Chicago, and bring traffic to the Georgian Bay that will be sent to Montreal over the line now known as the Canada Atlantic. It does not matter what name you give a pair of rails running from Parry Harbor to Montreal. The railway question is not answered by a name. A line has to get business and to get business it must have satisfactory connections.