

which will run the trade of the Grand Trunk Pacific Railway, of the Canadian Northern Railway, perhaps, and the Canadian Pacific Railway, possibly, and of any road that wishes to use it. Its use is free to all upon equal and equitable terms, and the reason for government ownership as far as Winnipeg is that Winnipeg is the great converging point, the great entrepot where the trade of the North-west Territories will concentrate and where the government road will bid for the transaction of the whole of the trade, or as much of it as it can do without reference to the other companies whose trains may run down over this road.

Hon. Mr. HAGGART. Hear, hear.

Mr. CHARLTON. My hon. friend (Hon. Mr. Haggart) says 'hear, hear.' I think that is perhaps a good reason for having the road. The motives are all right and it remains to be seen how much traffic we can get for the road, but we cannot get anything unless we try. If we are to attempt to secure business for our own seaports we must provide a road to get there.

My hon. friend (Hon. Mr. Blair), at this stage of his speech entered upon the Intercolonial Railway question. He really feels sore over that. The Intercolonial Railway is no doubt a pet with the hon. gentleman, and the brilliancy of the management of the road, of course, entitles him to feel doubly interested in its welfare. The people's money, he tells, will be squandered by the construction of a rival line, but he neglects to tell us that the Grand Trunk Pacific Railway promoters were in favour of building their short line, and making Mouton their eastern terminus and that they moved for this in the Railway Committee. He tells us that the building of this new line will save a very few miles of distance, that it will have heavier grades, that it will in every other respect be a less desirable road and that the whole thing is a supreme act of folly. I have never been over the line. He tells us what an excellent road the Intercolonial Railway is, how much business it is capable of doing, and in the next place he tells us that if we took some of this money that we are to expend on the short line and reduced the grades on the Intercolonial Railway, making it a first-class road, it might be able to do the business. What are the grades on the Intercolonial Railway? There are 62½-foot grades and 50-foot grades to the mile. No road can claim to be a first-class road with grades more than one-half per cent or 26 feet to the mile. In the construction of this short line and in the construction of the line from Quebec to Winnipeg it should be an absolute condition that the road should be first-class in point of grades, in point of construction and in point of weight of rails. The rails should not be less than 90-pound rails, and the grades should not be

more than four-tenths per cent, and if these conditions are complied with this road will compete with a water route or anything else. The object of the building of a short line from Chaudière Junction to Moncton is to correct the costly mistake that the country made when the Intercolonial Railway was constructed, and I regret not the correcting of the mistake, but the making of the mistake. All first-class railways in America for the last ten or fifteen years have been spending enormous sums of money in correcting the mistakes made in their first construction. The Pennsylvania, New York Central, the Grand Trunk Railway, and other first-class roads that I could name, have been pumping out money like water, quietly, without observation, for the purpose of reducing grades, correcting the alignment, taking out curves, and increasing the power of the road to do business and earn money. The Canadian Pacific Railway has built a short line from Ottawa to Montreal. It had a line already north of the Ottawa river. Why did it do that?—because it was necessary.

An hon. MEMBER. No sentiment there.

Mr. CHARLTON. No sentiment there. It was business, it was necessary to have the best conditions they could obtain in order to secure the business. Why should we shorten, straighten and improve the Intercolonial Railway? It is simply because we have set out with the purpose of securing trade for our own seaports, and if we are to secure that trade we must have the best obtainable conditions with regard to our lines of transportation. We must not have to go away around by the sea 120 miles further than a short line would take us; we must not have grades of 62½ feet to the mile, but we must reduce the distance, reduce the grades, improve the efficiency of the road and secure the necessary conditions so far as it is possible to do so. In order to get the trade that we aim to get. That is why we dealt with the Intercolonial Railway. But the whole question is befogged by the course which the hon. gentleman (Hon. Mr. Blair) has pursued in talking about this line and that line, and about one line being 10 miles longer than it was represented to be, and about crossing so many gullies, and about this and that difficulty to overcome. We have got to overcome these difficulties; we are putting that road there for a specific purpose, and that purpose is to increase the capacity of the road, to reduce the cost of the transportation of the products of the west to our maritime seaports.

Some hon. MEMBERS. Hear, hear.

Mr. CHARLTON. That is the object we have in view. The hon. gentleman (Hon. Mr. Blair) tells us that the Intercolonial will have no business in case this is done except in the winter. Well, I do not suppose