

asked—what are you going to do with the Intercolonial? Do you propose that it shall have no development in the future? If you propose to continue to own it, surely the proper policy is to develop it, not to let it stand still. Any railway that stands still in this progressive age becomes inert—it dies or is absorbed. That is what will happen to the Intercolonial if left in its present condition. But if you give it the extension that I have proposed under this scheme you will secure to it, and thus to the maritime provinces, a fair share of the western traffic. For if the Intercolonial once secures a connection with the Georgian bay ports, it will carry the traffic it secures to the maritime provinces, because it cannot carry it elsewhere.

At one o'clock, House took recess.

House resumed at three o'clock.

Mr. BORDEN (Halifax). At recess I was speaking of that feature of the government proposal which leaves the Intercolonial with its western terminus at Montreal, with no western connection and helpless to compete for western traffic. In that connection it might not be out of place for me to refer to some remarks made by my hon. friend the Minister of Customs (Hon. Mr. Paterson) which are to be found at pages 10288 and 10289 of the revised 'Hansard.' I am quoting now from the remarks of the hon. gentleman at page 10289, where he says:

The Grand Trunk Pacific Railway, which will lease our line from Winnipeg to Moncton, will have that line fed by the Grand Trunk Railway and by its own western traffic. There will, therefore, be trade and traffic to go over it. But who will there be to feed the Intercolonial Railway, which the hon. gentleman would bring to Winnipeg? Will the Canadian Pacific Railway or the Canadian Northern Railway? Certainly not. You run your Intercolonial Railway to Winnipeg and there you stand. But where are you going to get your freight? Will the Canadian Pacific Railway hand it over to you? Not at all, because they will use their own road. Will the Canadian Northern Railway? Certainly not, because they have a road of their own to use. Where then are you going to get your freight?

My hon. friend the Minister of Customs in the first place does not seem to realize that this is exactly the position in which he proposes to leave the Intercolonial at Montreal, with no western connection. The Grand Trunk Railway, the Canadian Pacific Railway and the Canada Atlantic Railway all run from Montreal west, but no one of them has direct connections with the Intercolonial except the Grand Trunk, and that railway has eastern connections both at Quebec and Portland which make it to its own interest that it should not hand traffic over to the Intercolonial at that point; but my hon. friend, who is thoroughly alarmed at the prospect which will face the Intercolonial at Winnipeg, is absolutely satisfied with its position at Montreal al-

Mr. BORDEN (Halifax)

though that railway was extended from Quebec to Montreal, at an expense which has been estimated in this House at from 15 to 20 million dollars, for the express purpose of securing a portion of western freight. Let me point out also, so far as these railways in the west are concerned, that the Canadian Northern at present has no connection with the eastern part of Canada, but that it would have such connection under my proposal. It would connect with the Intercolonial at Sudbury and there would be every reason why that railway should hand over to the Intercolonial at Sudbury freight to be transferred to the seaboard, in so far as freight is to come around the north shore of Lake Superior by rail. I pointed out that the Intercolonial having once arrived at Winnipeg would not necessarily stop there. I stated as part of my proposal, subject to the advice and opinion of the best expert railway men we can get in the country, that the Intercolonial Railway, having once arrived at Winnipeg, would not stop there, but would eventually proceed to the Pacific coast whenever it appeared that the requirements of the people of the west and of this country as a whole should require such an extension. Let me point out that in the opinion of very capable and competent men in this country the traffic will come across Lake Superior; that it will be gathered on the western shore of Lake Superior, will be freighted across that lake and will be then taken by railways at the eastern shore of Lake Superior. At the risk of wearying the House I would like to read a portion of a letter which has already been read by my hon. friend from North Lanark (Mr. Rosamond). This letter is from Mr. Robert Meighen, who advances arguments pointing to the conclusion that in the future we may expect very much the larger portion, in fact all of the grain traffic of the west to come to the east via Lake Superior. After stating, in the first place, that he does not propose to give any opinion one way or another with regard to the proposals before parliament, but merely to give his views as a business man, he says:

I have put my views on record in the public press nine years ago that but a small portion of the products of Manitoba or the North-west Territories will ever be brought round the north of Lake Superior by an all-rail route to tide-water. My opinion has not changed—you will never bring but a small portion of the products of our prairies by either the Grand Trunk Pacific or the Canadian Pacific by an all-rail route, and only a small portion can ever be brought to tide-water by our Canadian canals.

The farmer begins to dispose of his yearly crop of wheat from about the first to the tenth of September, and by the close of navigation if the transportation facilities in the interior to Fort William are adequate, two-thirds of the crop will have gone forward to the lake front by close of navigation, say 12th December.