

Railway, instead of owing its line down to the maritime provinces, had a mere connection somewhere in the upper provinces with a line running east, it would carry a pound of freight to the city of St. John? No, Sir, it is because it has its own line to St. John and is interested in the success of that line that it takes its business down to the sea.

INTERCOLONIAL A LOCAL LINE.

And if we build another section of the Intercolonial from Moncton to Quebec, we will not get command of a pound of traffic, we will simply have another local road. My hon. friend the leader of the opposition (Mr. R. L. Borden) has made several references to the policy of acquiring the Canada Atlantic and extending the Intercolonial Railway to Georgian Bay. There is much to be said in favour of extending the Intercolonial Railway or having some closer relations between the Intercolonial Railway and the line running to Georgian Bay. But I tell my hon. friend that although that would be an advantage in many respects, and I do not undervalue it—even if you get the Intercolonial Railway to Parry Sound you still do not command a pound of western traffic; you are still at the mercy of the western railway companies, who may give you traffic or may not give it to you as they please. If you want to get command of traffic you must connect your eastern roads in a close relationship with the roads which run away up through the vast wheat fields of the Northwest where the traffic originates, and unless you can get another great railway as we already have one in the case of St. John, running through these territories and gathering up the freight to be sent across the sea, unless you can get such a railway interested in the maritime provinces by right of ownership or leasehold or give it some other interest in bringing traffic down there, I have little hope that you can command export traffic by any connection you can make. I do not undervalue the acquisition of the Canada Atlantic or some arrangement respecting it, but I would point out to my hon. friends that even although you get some advantage by an extension to Parry Sound you do not secure a commanding position in regard to western traffic. The Grand Trunk building this road out into the midst of the wheat country will command the traffic and when it comes to Winnipeg we have by our legislation done all that can be reasonably done to have it pass over the eastern section of the road which the Grand Trunk have an interest in operating and in that way there is given an expectation and hope to the maritime provinces that they will secure this traffic for export.

QUESTION OF RUNNING RIGHTS.

My hon. friend the Minister of Justice (Mr. Fitzpatrick) reminds me that if the Intercolonial Railway can make use of it we have running rights over the road as far as Winnipeg. I notice, by the way, speaking of running rights, that only last session hon. gentlemen opposite spoke most contemptuously of the idea of any company using running rights over a large stretch of line. Nothing of the kind was possible according to them, but I notice that this year they complain bitterly that we did not get running rights over the whole line to the Pacific ocean at the end of the fifty year arrangement. If running rights can be utilized in one case I cannot see why they could not in the other. In his reference to the Canada Atlantic my hon. friend is after all only falling back on the water stretches policy of Alexander Mackenzie of 30 years ago. When that policy was advanced the party opposite did not view it with very great favour. There was much to be said in favor of that policy as a temporary measure, but my hon. friends will remember that the Conservative party at that time, had no words of praise for the policy of utilizing water stretches. We all agree that although the water stretches might have been useful at the time, an all-rail route was necessary for the Canadian Pacific Railway; it was necessary for the development of this country. If the hon. the leader of the opposition (Mr. R. L. Borden) had his policy respecting the Canada Atlantic carried out, the most that would happen would be that he would have a summer route; he would have connection with the lakes and would have some relation to traffic in summer. But it is not in summer that the maritime provinces expect to get traffic, and I fail to see where we are to get such a very large result from the acquisition of the Canada Atlantic as my hon. friend suggests, because when the winter comes the Canada Atlantic at the Georgian Bay has no traffic to give to maritime provinces and in summer it could only give traffic to Quebec. Thus