

near Sudbury. That country has already been surveyed five or six times by the Canadian Pacific Railway Company, once by the Canada Atlantic Company, and once by Messrs. Mackenzie & Mann. The cost of constructing a railway through that section is well known, or could be ascertained by the government in a few days. By that means the Intercolonial, besides being extended to the Georgian Bay, could be joined by a line about 105 miles in length to the Canadian Pacific Railway running north of Lake Superior.

The third proposal 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 into Winnipeg. Such running powers might be exercised by joint operation; or if that were found unpracticable, owing to rival interests, then under an independent authority appointed for that purpose by the government. This arrangement will bring the Grand Trunk Railway, with all its great system in Ontario and Quebec, into direct touch with the railway system and industrial life of the west, inside of six months or a year. What will be the advantages of this proposition? In the first place, it will insure further competition with respect to rates in the west. In the second place, it places at the disposal of all our great railway systems the existing line from North Bay to Fort William, which can serve the requirements of all our great railways for many years to come. In the third place, it will give the people control over rates by the mere fact that the Intercolonial Railway has the power to enter Winnipeg. It will place the people in a position to own and operate their own line through the west to the coast, in case of oppressive rates, or in case control of rates by the railway commission should not fulfil our expectations, or in case the development of the country, within a few years, may point to that as a desirable policy.

The fourth feature of the policy which I have to propose is this: I would assist the Grand Trunk Pacific Railway on reasonable terms, to build a

line north of the Canadian Northern Railway as far west as Edmonton or some adjacent point.

This assistance should be coupled with complete control of rates and with all the stipulations now contained in the proposed contract as to carriage through Canadian channels and ports. Furthermore, the Grand Trunk Pacific Railway, as well as the Grand Trunk Railway, should covenant that traffic, as far as possible, shall be carried through these ports. We should not only have such a covenant from the Grand Trunk Pacific Railway, but also from the Grand Trunk Railway, if it be of any value. I do not regard it as of any great value, but I do regard it as of the utmost possible value to extend the Intercolonial Railway to the Georgian bay and thus to secure a considerable portion of the products of the west for transportation upon the people's railway to our own ports of Quebec and Montreal and the ports in the maritime provinces.

As far as the line from Edmonton to the coast is concerned, I do not believe that at present there is in Canada any call for two railways. We know that the Canadian Northern Railway is looking for extension to the coast. It has its charter to the coast, and it has its line partly built to Edmonton and from Edmonton west. I repeat that you must regard the Canadian Northern railway as one of the great transcontinental systems of Canada. 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, under such an arrangement as would give them joint control. Reasonable assistance should be given by the government by a guarantee of bonds in aid of construction. 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 equal running powers over it. There is no reason why we should build competing lines through the Rocky Mountains, but there is reason why we should build the Grand Trunk Pacific Railway into the west, because the west is developing rapidly. But from