

its business interests, the Canadian Pacific railway has diverted from the Intercolonial railway the traffic which should naturally go over the Intercolonial railway; it has diverted to its own profit and advantage the traffic that goes west by the Canadian Pacific railway. Therefore, I can well understand that my hon. friend and his officials might justifiably consider the question of enlarging the revenues of the Intercolonial railway. There are questions looming up, they have loomed large in the past, and they are looming larger as the days go by, with respect to the advantages that are to be given in the way of running rights to the Canadian Pacific railway, the Canadian Northern railway and the Grand Trunk Pacific over the rails of the Intercolonial railway. Now that proposition has been before parliament often in the past, it has been discussed by the Department of Railways and railway corporations in the past, and it is a problem that must be solved. I am sure my hon. friend must have some views, some intentions, with regard to the course he is likely to take in connection with granting running rights over the rails of the Intercolonial railway, particularly between St. John, Halifax and the Sydneys, and between Moncton, St. John, Halifax and the Sydneys. Now speaking for myself, I have always been in favour of granting to the Canadian Pacific railway running rights for its through traffic over the rails of the Intercolonial railway upon terms. But the proposition must be confined to the through traffic. The railway corporations are not content with that, they want not only the privilege of running their trains over the rails of the Intercolonial railway to carry through traffic, but they want also to get the local traffic between stations. I am not going to condemn them for that. There is no more easy and cheap method for them to secure the Intercolonial railway, to secure the investment which the government of Canada has made in the Intercolonial railway, than by this very method. They could easily and without notice to the public acquire the Intercolonial without investing a dollar of capital. For every train that would be running over the rails of the Intercolonial railway by any private corporation, there would be removed from that railway the operation of a government train and the Intercolonial railway trains proper, and the result would be that within two years there would not be in operation on the rails of the Intercolonial railway a single Intercolonial railway train operated by the government of Canada. Therefore, these railway corporations would secure at one stroke the benefit of all the millions that have been expended by the government of Canada in the construction and betterment of the Intercolonial

Mr. EMMERSON,

railway and its terminals, without being called upon in any way to contribute toward that expenditure. The working up of the business of the Intercolonial railway has taken many years, it has required the expenditure of large sums of money to establish its terminals, its facilities and methods of accommodation at different points on its line. This has entailed a large expenditure, and yet by this method of securing the control of the local traffic by these private railway corporations, they would get all the betterment which the country has created by this expenditure. The building up of a business, whether it is a railway, a manufactory or any other business, entails years of preparations; it certainly entails large expenditures which do not at the moment show any appreciable result, and which, by reason of accretion and accumulation, result in creating an asset the value of which is sometimes incalculable. Outside the road-bed of the Intercolonial railway, outside its terminals, outside its stations and all the facilities afforded for traffic along its line, outside its rolling stock, the business and sphere of influence is an asset the value of which I would not attempt to calculate, but which is of great advantage to the people of Canada. Now to hand this over at one stroke to private corporations would be criminal. It would be breaking faith with the people of eastern Canada, to my mind it would be a breach and a violation of the pact of confederation. If that railway had not been agreed upon by the delegates representing the four original provinces of the confederation, if it had not been determined that such a railway would be built, the maritime provinces would never have entered the threshold of this Dominion, and this Dominion would never have been created with the assistance of the maritime provinces. Therefore, it would be criminal on the part of any government or any parliament or any coterie of men to endeavour to thwart the expectations of the people in respect to that confederation or to violate even in the slightest degree the compact entered into by those four provinces.

But I would point out to the minister that it would be in the best interests of that railway to have one general manager rather than a managing board. I did not approve of the creation of the board. It is not a commission, as many people suppose, the railway is not vested in that board of management. They are simply managers, five men as a managing board to control and operate the Intercolonial railway. The Minister of Railways and the department, and the government back of them, are responsible for that management, and there is no way in which they can avoid that responsibility; but by having a board of management the sense of re-