

Railway would secure the advantage of the long haul, which is the secret of railway success.

The reasons given by the premier of the province of Ontario for bringing down his scheme of aid to the Grand Trunk Railway demonstrated, if demonstration were necessary, that it is to enable the Grand Trunk to feed their ports on the Georgian Bay with traffic from the west. He desires to build up Sarnia, he desires to build up Goderich. What for? Neither Goderich nor Sarnia is within 500 miles of the main line of the Grand Trunk Pacific, and this proposition of the premier of the province is designed to give the Grand Trunk Company the advantage of the long haul, because it brings their Ontario and Quebec system into touch with the lakes and into touch with Winnipeg. And yet, notwithstanding these facts, hon. gentlemen opposite would lead the people of Canada to believe that they have devised a great scheme that will develop the Canadian Atlantic ports, and increase the business through all parts of the country. Whereas in reality they are simply playing into the hands of the directors of the Grand Trunk Railway, at the expense of the people of Canada, and at the expense of the people of this province in particular. The aid that is being given will enable them to do what they intended to do. The Minister of the Interior says:

But during the winter months, during the four and a half or five months when rolling stock would otherwise be idle and when ships are coming to our ports and demanding cargoes, then the railways will and do haul wheat all-rail. My hon. friend knows that the Canadian Pacific Railway hauls millions of bushels all-rail to make cargoes for these ships and the Grand Trunk Pacific will have a certain portion of that traffic during that season of the year.

So that all we can hope to get out of the enormous expenditure which we are involving the people of this country in is our chance of securing for the ports of Halifax and St. John a portion of the grain that may be carried all rail from the great western wheat fields to the Atlantic ocean. Sir, what proportion of the total output of the grain intended for export to hon. gentlemen think will come down all rail? What percentage of the great and growing export business of the prairies and of the western territories will come down all rail to St. John and Halifax? It will be only a fraction of the total quantity. The great bulk of the trade will come down by rail and water, and there is nothing in the contract which we have discussed for the last two weeks to prevent it from coming that way. The hon. Minister of the Interior says:

My hon. friend knows that the Canadian Pacific Railway hauls millions of bushels already to make up cargoes for its ships.

Yes, the Canadian Pacific Railway haul that grain to make cargoes for their ships

that are coming into St. John. They have to stiffen these ships, they have to complete the loading of these ships; but their position is entirely different from the position that the Grand Trunk Railway would be in, because the Grand Trunk Railway Company do not ship at Halifax or St. John, but at Portland. To Portland, as hon. gentlemen know very well, they will carry the freight to stiffen their ships and to complete their cargoes, and there will be every possible incentive to the Grand Trunk Railway Company to take the freight to Portland rather than to Halifax or St. John. Am I not in the judgment of the House when I say that even if we do succeed in bringing some of the freight to Halifax and St. John the cars that bring it will have to go back empty or else compete with the Intercolonial Railway for the traffic that now goes over that road? I say that every bushel of grain and every carload of freight that goes over the Grand Trunk Pacific to be shipped at Halifax or St. John means, under the scheme of hon. gentlemen opposite, that the Intercolonial loses and will lose the whole of that freight from Montreal and Quebec, as hon. gentlemen know. The only haul eastward that the Intercolonial Railway can have is from Moncton to St. John or Halifax, and the only haul westward under this proposition that the Intercolonial Railway can have is the haul from Halifax or from St. John to Moncton. It is for the chance of getting a share of the all-rail freight for four or five months in the winter to St. John and Halifax that the people of the province of Ontario, if this road is to cost \$150,000,000, will have to be responsible for \$60,000,000, the people of the province of Quebec will have to be responsible for \$45,000,000, and so on. It is for the mere chance of getting a portion of the grain that may go all-rail for four or five months in the year delivered at St. John or Halifax that we are involving this country in this enormous expenditure. If it were anybody else but the Grand Trunk Railway Company that we were dealing with we might have some hopes of obtaining a considerable proportion of the all-rail traffic for Halifax and St. John; but I repeat, and every hon. gentleman must know it, that every interest of the Grand Trunk Railway Company is involved in carrying that traffic to Portland so as to secure the long haul over the Grand Trunk's own line, and to fill their ships and enable them to sail promptly with full cargoes.

What is the situation in regard to freight going west? Every pound of freight originating in the province of Quebec from the great city of Montreal westward, every pound of freight originating in the province of Ontario will go, under this new proposition, by the route that Mr. Hays intended in his original proposition. Every pound of freight, and every hon. gentleman who studies the thing must know it, gathered up