

tinental are already finished, and undoubtedly when the question of amalgamation comes before us we shall have all the difficulties now confronting us and shall hear much the same arguments as are being offered on one side of the House or the other. With the taking over of the Grand Trunk Pacific and its incorporation with the Intercolonial, there will be in this country a system of railroads comprising 16,000 miles and covering all parts of Canada other than the portions now occupied by the Grand Trunk railway and the Canadian Pacific, particularly in the West, where these railways have their largest mileage. Honourable gentlemen can readily see that by the combination of all these roads in one system a saving can be effected in the cost of operation. I shall later touch on the question as to how the system shall be managed. It will be seen that by merging all these systems into one, important terminals owned by one system and not by the other can be utilized. To illustrate: The Canadian Northern have a very important line from Sudbury to Toronto, which reaches all of the trade of western Ontario and supplies the products of the West to that large region. It takes the manufactures and production of that portion of Ontario to the West. There is a large volume of traffic. The volume of traffic that goes into the Northwest over that line is, I venture to say, larger than any other. The traffic from Ontario to the West exceeds that of Quebec and the Maritime Provinces.

The Montreal terminal owned by the Canadian Northern is in a similar position. The promoters of the Grand Trunk Pacific, for some reason, passed by Montreal. They have no connection with Toronto except by the route now open over the provincial road and the Grand Trunk. But that is of no value to Montreal. So far as the relation of the Grand Trunk Pacific or the Transcontinental to Montreal is concerned, Montreal has scarcely the position of a tank station. But with the development of the Montreal terminals for the use of both systems, a connection would be established between the province of Quebec and the whole Northwest. I will say further that the development of the Canadian Northern under the proposed government management will bring an immense volume of trade by at once completing the terminals to Montreal. Montreal is in the happy position that the three transcontinental lines make it their terminal at the seaboard.

Another advantage that appears is that less rolling stock would be required for the united system than for the three separate system, the Intercolonial, the Transcontinental and the Canadian Northern. The rolling stock, under one control, could be utilized where it is most needed. There would be no question of borrowing or lending cars. The rolling stock of the whole country would be available. Looking at the future of the country, we trust and believe that when the war is over we shall obtain a large immigration. We must have it. The ability of seven or eight million people to hold this country, which is large enough to provide homes for eighty million people, will be challenged. Immigration and development in the West and Northwest are absolutely necessary, and I can conceive of no better method, no better policy, than the union of all these roads for the development of that country, for bringing in the immigration which will be needed, and for carrying the much greater production of the West to the seaboard. The direct route leads to the Montreal terminals by the Transcontinental and the Canadian Northern, and to the present Quebec terminal by the Transcontinental.

There is in the West a source of revenue which perhaps may not be known to many honourable gentlemen. There is on the Pacific slope a forest growth which I claim, in presence of the honourable gentleman from Rideau (Hon. Mr. Edwards), is in extent and in quantity the largest block of valuable timber, for the same area of land, that stands upon the continent. I could not estimate its value in billions. There is a stretch of timber 600 or 700 miles in length by from 100 to 250 miles in width. That timber must come to the railways, largely, to be marketed. That portion which lies along the Pacific coast or a short distance inland may be taken out, converted on the coast and shipped by water. We are going largely to the Pacific coast for lumber and timber to-day. Shipbuilders on the St. Lawrence, at Quebec, Montreal, and, I think, at other points, are drawing their timber from the Pacific coast. It is only there that they can get the quantity and sizes required. The production of that timber is marvellous. The timber is two feet square and 120 feet or more in length; not only is it valuable for construction purposes, but the better grades, the clear-faced lumber, is a splendid finishing wood. It is used largely now, and will be used to a greater extent in the future,