

to be the place where the great bulk of the business will be transacted.'

That is from the Portland, Main 'Advertiser.'

Mr. WADE. Of what date?

Mr. BORDEN (Halifax). Published in June.

Mr. WADE. They have changed their tune since then.

Mr. BORDEN (Halifax). Have they? If they have changed their tune perhaps they have done so advisedly and with good reason. Now, I say, Mr. Speaker, it seems to me that this provision in its actual working out will be found illusory and there will be no practical safeguard to the Canadian people, but it will be found in the end that the traffic over this line will go pretty much as it has in the past as far as the Grand Trunk Railway is concerned. The same thing is true of the running powers to be granted to other railways over this railway from Winnipeg to Moncton. It is well known not only amongst railway men but to those who are not railway experts, that the company which has the management and control of the line can regulate the running powers granted to other railways in such a way that there are of no practical advantage to the railway having those running rights. I do not think there is any doubt in the mind of any railway man in regard to that, and therefore I think that the running powers which are proposed to be granted over the line from Moncton to Winnipeg are of really no value. I doubt very much if they will be used by any railway company other than the Grand Trunk Pacific Railway Company, and I believe the Canadian Northern, the only railway which would be likely to use them, will come to the conclusion that no advantage could possibly result to its enterprise from obtaining the running powers which have been referred to by the right hon. gentleman.

The great, the important point which was dealt on by the right hon. gentleman was that the proposal which is brought down to parliament is a proposal that will give to the people of the west an all rail route to the Atlantic, which will be used for the transportation of their products and thus remove all the difficulties of the transportation problem in Canada. The right hon. gentleman did not give to the House one bit of information, one single figure or any data whatever upon which he could base any such conclusion as that. On what can he base it? What is the position of affairs in the western part of Canada to-day? There is no congestion north of Lake Superior. The Canadian Pacific Railway operates a line running north to Lake Superior and we are told on the very best authority that it could handle from five to ten times the traffic which passes over that line to-day. The congestion in the west is

west of Lake Superior, and it is to that congestion that the efforts of the government should be directed. It is impossible to believe upon what data which have been furnished to the House by the right hon. gentleman that any relief would be given to the west by this line. Look at the position of matters as they are at present. The Canadian Pacific Railway handled something like forty million bushels of grain, I believe, last year. I understand that two and a half million bushels, or about six per cent, went by this line north of Lake Superior. The rest of it was put in elevators at Fort William and was transported partly by rail and partly by water to the Atlantic ports from which it was forwarded to Liverpool. If the Canadian Pacific Railway, having that line north of Lake Superior were able to earn a profit on carrying that wheat by rail and had an opportunity to take forty million bushels of it north of Lake Superior, certainly it would have done so. There can be no doubt about that. It would be to the advantage of the Canadian Pacific Railway to handle the whole of the forty million bushels by the all rail route from Montreal to St. John if it could do so at a profit. Instead of that we find that it handled only two and a half million bushels, or six per cent, by the all rail route and it handled it at a rate which is said to be not a very paying rate. Where will this new line get its traffic? Is it expected that it will take any portion of the traffic which at present goes to the elevators at Fort William or Port Arthur? Apparently not, because it will not be in any better position as far as we know to handle the traffic than the Canadian Pacific Railway are able to handle it at the present time; and as that railway handled only six per cent of this grain by means of the all rail route, what warrant has the right hon. gentleman for supposing that any considerable portion of that traffic will be handled by this new line? And then, what about the rates? It is said on very good authority that a railway line 300 miles in length can be constructed from a Georgian bay port to the city of Montreal and that grain can be hauled over that line at a cost of four and one-half cents a bushel including elevator charges. It is also said that the grain can be transported from Fort William or Port Arthur to the Georgian bay port at the paying cost of one and a half cents per bushel, making a total cost from Fort William or Port Arthur of six cents per bushel to the city of Montreal. If you add two cents for carriage to the city of Quebec you have a rate of eight cents to Quebec. Now, the lowest rate that the Canadian Pacific Railway, owning a line north of Lake Superior, has ever fixed upon traffic to the city of Montreal from Fort William or Port Arthur is ten and one-quarter cents, and the average rate, I understand, has been something like twelve cents