

What would happen, for example, if a system like the Canadian Northern, operating in Canada 1,600 miles of railway, today was connected with and brought its immense and growing traffic from the West to the Canada Atlantic system and delivered it into Montreal or Quebec? The Intercolonial would immediately benefit, but if the Intercolonial painted out the name of the Canada Atlantic on the cars now travelling from Parry Harbor to Montreal how would it, indeed how could it benefit the Intercolonial? To quote Mr. Blair chairman of the Railway Commission of Canada:—

"The Canadian Northern would gladly co-operate with the government railway, as it has no other railway connection nor any interest antagonistic to the government system. Duluth and Chicago would be in touch with the Intercolonial and direct through rates could be arranged to Montreal or Levis during the summer season, and to St. John and Halifax during the winter. By the construction of storage elevators on a sufficient scale to hold grain in quantities not going forward until navigation closed, a large and ever increased traffic would find its way over Canadian territory and by government railway to the ocean through the gateways of Halifax and St. John."

What other advantage would accrue to this country if the Canadian Northern system of the great West of Canada was connected with the ports of Montreal and Quebec. At the present moment the Canadian Northern is building a line from Toronto to Sudbury, known as the James' Bay Railway, connecting the great railway centre of Toronto with transcontinental lines running west and east. That important line of railway, nearly 300 miles in length, connects at Parry Harbor with the western terminus of the Canada Atlantic system. At a point on the Canada Atlantic system an hour's ride, or so, east of Ottawa, called Glen Robertson, there is a short piece of line running to Hawkesbury.

Now, let us take freight originating at Edmonton and on all the free farms of the fertile West carried by the Canadian Northern to Winnipeg and from there to Port Arthur. During the season of navigation it would have the option of lake transport-

ation. From Port Arthur to Sudbury the country is already provided with a pair of rails and if necessary this traffic can get at once to Sudbury all the year round, over those rails. From Sudbury the freight drops down to Parry Harbor over the James' Bay road, and if it is taken up at Parry Harbor and carried to Hawkesbury it is met there by a road called the Great Northern running to the magnificent port of Quebec. This road is now a part of the Canadian Northern system and, therefore, the freight train which we are imagining as starting at Edmonton reaches Hawkesbury. It is from there carried to Quebec by its own power and over its own rails.

What further? There is an alternative route provided by this system by which this train would reach the great port of Montreal and discharge its traffic there either into ocean steamers or into the cars of the Intercolonial. The system to which we refer controls the Chateaugay and Northern Railway and over its rails this western traffic could be taken into Montreal.

More than this, there is a third route to a Canadian ocean port if the Canadian Northern was enabled to reach Glen Robertson, and that would be to continue straight down along the line of the Canada Atlantic system to Montreal. It will be seen that these alternative routes would make it utterly impossible for such a thing as a congestion of traffic to occur, and while the Grand Trunk was taking western traffic eastward along the river St. Lawrence and the C.P.R. taking its western traffic along the Ottawa river we would have a third transcontinental system relieving the growing congestion in the West and affording to the people of Canada precisely the relief which the situation calls for. As we said in a previous issue there should be no question as to the duty of the hour at Ottawa. The government has the power to afford this immediate relief by means of the route we have indicated. By the adoption of a policy that would enable the Canadian Northern to reach immediately the ports of Montreal and Quebec the government would free itself from the reproach of inaugurating a