

ization; or in other words, the legal title to the steamers would remain vested in the company, and the government could own stock in the company in the same way that the British government own stock in the Suez Canal. Let me point out to the hon. member for Hants (Mr. Russell) who talked about the advisability of carrying grain from Montreal or Quebec to Halifax for nothing, that this is the scheme that suits him exactly. Here are 19,000,000 bushels of grain that he can capture in this way and bring to Halifax: here are 31,660 cars of grain, or from 800 to 1,000 trains. According to the view of my hon. friend (Mr. Russell) this could be carried to Halifax without appreciably increasing the cost of operating the Intercolonial Railway. Is not this a splendid opportunity to carry out the idea of my hon. friend (Mr. Russell) who I am sure will be the first on the other side of the House to stand up and regret that this matter has escaped his attention, and to assure me that a scheme of this kind will receive his absolute and unqualified support? The Canada Atlantic Railway is thus referred to in the report I have already mentioned of the Industrial Commission of the United States:

"A new and very advantageous route has recently been established in what is known as the Canada Atlantic Railway. This route is from Chicago via water to great lake ports, say Parry Sound, Ont.; thence by rail through Canada to a place called Coteau Point, where grain is transferred into barges and alongside vessels at Montreal. This route was built two years ago and has handled an enormous quantity of grain. It has had a tendency to regulate to a certain extent the rates via the American all-rail lines. . . . At present the Canadian routes are the cheapest, and during last season they have had all the grain they could possibly take care of at Montreal, and the lack of ocean tonnage has been the only thing which prevented Montreal from doing a much larger business."

Any hon. gentleman who likes to investigate the subject can see the evidence of the witness who gives the evidence re-

ferred to at page 412 of this report.

Now, Mr. Speaker, I am not wedded to the acquisition of the Canada Atlantic Railway. I am only propounding a policy which I think ought to be followed, namely, the extension of the Intercolonial Railway to a Georgian Bay port. It may be that after expert advice has been obtained some other scheme may be found for carrying out that policy that would be better and more advantageous than the acquisition of the Canada Atlantic Railway. So let it be. If, however, the Canada Atlantic Railway commends itself to the judgment of experts, and from what information I can obtain with regard to it, I should think it ought to so commend itself, and I would think that the extension of the Intercolonial Railway from such a point as Jacques Cartier Junction to Coteau, and the acquisition of the Canada Atlantic Railway to Depot Harbour, would place the Intercolonial Railway in a very much better position than it is at present.

What would be the advantages of this proposal? It would place in the hands of the government a means of bringing to the Intercolonial Railway a very considerable portion of western traffic, and thus absolutely secure in the country, transportation of Canadian products through all Canadian channels to a very great extent. There would be no gainsaying the question of all Canadian channels then. Here is a railway that carries 19,000,000 bushels of grain alone, and an enormous freight traffic besides. Go and acquire this railway; go to a Georgian Bay port and you would at once most assuredly and certainly bring to Canadian channels all that traffic so secured. In the second place, it will render the present Intercolonial Railway more valuable by obtaining a share of the western traffic; it would render it more valuable by giving it that through traffic which is so important for the reasons that have been suggested to-day by my hon. friend from Hants (Mr. Russell) in that cogent and forcible way which he presents such matters to the House. In the third place, it will bring the people of the maritime provinces into close touch with the people of the west, and by this means the government railway or as