

place the Intercolonial as respects these rates under the Railway Commission, that would affect the government of the Intercolonial as it now stands, and would affect the local rates as well.

Mr. STOCKTON. Would the minister say how it could possibly affect the local rates when the object is to secure through freight from Parry Sound to the Atlantic ports?

Mr. EMMERSON. If you put it under the control of the Railway Commission, as has been suggested by some hon. gentlemen, then you would affect the local rates over the present portion of the Intercolonial.

Mr. INGRAM. Making them higher?

Mr. EMMERSON. I am not going to say, I do not know; they may be affected either way. But at any rate, whatever government is controlling the Intercolonial is supposed to run the road in the interest of the people.

Mr. INGRAM. Is that the objection the hon. gentleman has to allowing the commission to control the rates on the Intercolonial, because the commission might increase the rates?

Mr. EMMERSON. That question does not arise.

Mr. INGRAM. The question does arise. The hon. gentleman talks about pro rata rates as between Parry Sound and Montreal, and says they will be entitled to pro rata rates between those points, as the government would be entitled to them over the Intercolonial on a long haul. I venture to make this statement in the House now, that the government will not receive pro rata rates on their portion of the line, they will not get the same rates as they will over that portion from Montreal to Parry Sound controlled by the commission. When the test comes the hon. gentleman will find my statement to be correct.

Mr. W. F. MACLEAN. Might I ask the minister what the mileage is, roughly, of the Canada Atlantic Railway over which he proposes to take running rights? Would he also say, when he announced it as the intention of the government to have their own terminals, whether that would include the erection of elevators on the Georgian bay ports?

Mr. EMMERSON. When the Bill is introduced and I have occasion to explain the details, I will have the information the hon. gentleman asks for.

Mr. BENNETT. While I do not propose to object to the Bill, I wish to call the minister's attention to the plan that was formulated a few years ago by the government, and which I regret was not carried into effect, with regard to certain railway

rights in that portion of the country. What I refer to is this: The Grand Trunk Railway Company are owners of a line of railway running from Midland to Peterborough, and when the Hon. Mr. Tarte was Minister of Public Works, he visited the town of Midland and announced that it was then the policy of the government, acting conjointly with the Canadian Pacific Railway and the Grand Trunk, to acquire certain rights over that line from Peterborough to Midland. That would place both the Canadian Pacific Railway and the Grand Trunk in touch with the Georgian bay. The hon. gentleman may recall the fact that the Canadian Pacific Railway runs directly from Montreal, passing Peterborough on to Toronto. Any grain that may be carried by the Canadian Pacific Railway to their port at Owen Sound, is thus carried to Toronto, then to Peterborough and on eastward to Montreal. The Grand Trunk has several towns on the Georgian bay which are fed by the grain trade, namely, Meaford, Collingwood and Midland, and lines running through those points carry grain to Peterborough and thence on to the main line of the Grand Trunk. Now, the minister has not stated, and of course it is not fair that the House should expect him to state, what remuneration or profit he expects will be paid by the government for running rights over these lines commonly known as the Booth system. From Parry Sound to Ottawa the distance is 263 miles. While I do not wish to say anything disparaging of the Canada Atlantic Railway system, I think it will be conceded that the line is not now up to the standard for the carriage of heavy trains, and of necessity a large amount of money will have to be spent by the Grand Trunk, acting conjointly with the government, in order to bring this road up to the standard.

That mileage will be 263 miles and a large amount of money would have of necessity to be expended in that behalf. If the government—and I am only throwing this out at the present time as a suggestion for their consideration—would acquire running rights over the branch of the Grand Trunk Railway from Midland to Peterborough they would then have to pay a portion of the cost of improving that road. The mileage of that road, I think, is somewhere near 100 miles, so that only 100 miles of railway would have to be improved at the cost of the Grand Trunk and the Dominion as against 263 miles from Parry Sound to Ottawa. Let me point this out to the hon. Minister of Railways and Canals that between Ottawa and Parry Sound there is practically an unbroken waste of country. There is not a town on the whole system, although there are villages of considerable importance, whereas, between Midland and Peterborough there are large towns. There are the towns of Orillia, Peterborough and