

the government in that connection. Even if I did not see that retraction by the Vancouver "World," I still would be perplexed to suppose that Mr. Williams did vote against his party on that occasion. That is the reason I had for controverting the hon. gentleman's statement. I think I am quite justified in assuming that Mr. Williams did not vote with the majority, after the statement by Mr. McLagan, a strong supporter of the government, and that he would not without good cause take such a strong ground from under his own feet as that of Mr. Williams voting with the government.

Mr. DAVIN. Would my hon. friend suppose a newspaper stated that a certain gentleman in this House voted a given way and it was found on the records of the House that he voted differently, would he take the newspaper account as against the Journals of the House?

Mr. MORRISON. If I knew the editor of the paper which published the vote and the other circumstances as in this case, I would be inclined to say there was a typographical error, as such errors occur so frequently in the printing of the proceedings of the House, and take the statement of the paper.

Mr. ROSS ROBERTSON. The question whether this charter should be granted was so thoroughly discussed at the several meetings of the Railway Committee, that I, like my hon. friend from Vancouver (Mr. McInnes), do not desire to weary the House; but at the same time I would like to say a word or two in favour of this Bill. I have listened with a great deal of interest to the remarks of the hon. member for Vancouver, and although I paid the closest attention to them and weighed them carefully as he went along, I was not so impressed with any of his arguments as to change the opinion I had already formed that this charter should be granted to the Kettle Valley Railway. I could not reconcile the vote against this Bill with the position that I took when the Crow's Nest Pass Railway discussion took place in this House. I opposed the handing over of the Crow's Nest Pass Railway to the Canadian Pacific Railway because I favoured a policy that might have given competitive freight rates over an all-Canadian route to the Kootenay, and ultimately to the coast of British Columbia. The hope of competition on that line, with all the advantages that it presented, has passed away into the dim and distant future. Now, the opponents of this Bill have the nerve to ask us to put the Canadian Pacific Railway in a position of supreme authority over our ever-growing interprovincial commerce. They coolly ask us that the producer, the manufacturer and the wholesale merchant of the east shall deal with the miner, and

the smelter man, and the consumer of the west on whatever terms may be laid down by Sir William Van Horne and the incorporated capitalists who are associated in his enterprise. So far as I am concerned, Mr. Chairman, I will not by my vote consent to place the miners and the smelter men of the Boundary Creek country, or the merchants and manufacturers of Ontario and Quebec, or the wholesale merchants of my own city, or of Montreal or of any other eastern cities, under the control of the iron hand of Sir William Van Horne or the bosses of the Canadian Pacific Railway. As to the opposition of the Canadian Pacific Railway, I think that if ever an effort was made by the Canadian Pacific Railway to tie this Boundary Creek country up, to use the expression of the hon. member for Vancouver, it has been made in connection with this Kettle Valley Railroad. The Canadian Pacific Railway has never in its history made so desperate an effort as it is now making in order to defeat this Bill. And the fact that we had the president and the vice-president of the road before the Railway Committee, and that every influence has been used, shows how materially interested in this Bill are the Canadian Pacific Railway, and how anxious they are that it should be defeated. Competition is the life of trade. We all know that. So, in order that the greatest amount of good may be done the greatest number, and that the manufacturing, the mining, the mercantile and the industrial interests of this country may receive the greatest benefit in connection with western trade, I think we should grant this legislation without the slightest hesitation.

I believe in the value of railway competition, and my belief is confirmed by the testimony of an hon. gentleman on this side of the House, a practical business man and shipper, the hon. member for South Wellington (Mr. Kloepper), who, at a meeting of the Railway Committee the other day, put forward some pertinent facts in connection with railway rates and competition. I think that hon. member has a more extended experience than even my hon. friend and colleague the member for Centre Toronto (Mr. Bertram), who made the statement, in the Railway Committee, that he could obtain better rates to a non-competitive point than to a competitive point on one of the great railways of Canada. When I say the hon. member for South Wellington has a more extended experience, I mean a different kind of experience. The hon. member for Centre Toronto is an immense shipper; but the rates he obtains on half a dozen train loads of steamboats is no criterion as to the rates that smaller shippers would have to pay. A manufacturer, like the hon. member for South Wellington, has a more representative experience than many larger shippers, and I am prepared to take his word that a choice of freight routes is