

comparison of the conditions in the United States and the Argentine republic the average cost of moving wheat from the Argentine republic, although the ocean carriage from their shipping ports is four or five cents higher, is given as much less than the average cost of moving wheat from the farm in the United States while in the case of the Canadian farmer the disadvantage is very much greater.

Mr. BROCK. To what extent will this new railway if built reduce the cost of moving wheat from the North-west Territories to Liverpool?

Mr. SCOTT. That is a point which I propose to deal with at some length later on.

Mr. BROCK. When you are making these comparisons it might be handy to have the two together.

Mr. SCOTT. In my opinion the proposition which has been submitted by the right hon. leader of the government gives us the hope of arriving at the very lowest possible cost at which wheat can be taken from the North-west Territories, and I shall endeavour at a later stage to go into a further analysis of that point. The position of the North-west and Manitoba farmer during the past two years has been much worse than that indicated by the figures I have quoted, because he has not only been charged during the past two years the freight rate that I have mentioned but he has been put to a tremendous further loss, a loss which I myself calculated at an earlier stage of this session as at least \$5,000,000 which is a considerable amount when sustained by half a million souls and he has been put to this further tremendous loss by reason of the inadequacy of the railway facilities which we have at the present time. At an earlier stage of this session I made a presentation of the facts concerning the lack of railway facilities in Manitoba and the North-west Territories and I may say in passing that I was at once accused by hon. gentlemen on the other side of the House with endeavouring to prepare the way for some immense railway scheme. As I said at that time that purpose was not at all in my mind but at the same time I cannot deny that the facts that I cited and that the case that I was then able to make out did form a powerful argument in favour of the proposition, that additional railway facilities are most urgently required and required at the earliest possible moment. As a matter of fact, I was at that time under the impression that there were no two opinions anywhere in this country as to the urgent need of a new transcontinental railway, and what I endeavoured to impress upon the House when I spoke upon this question, on the 5th of May, I think, was that these new lines were not only required at the earliest possible moment, but, that the earliest possible moment at which they could be constructed would be too late to furnish the relief that the people of Mani-

Mr. SCOTT.

toba and the North-west Territories were then demanding and are now demanding. It is, as I said then, a self-evident proposition that no new railway line can be constructed from Winnipeg eastward this year, and when I spoke I said that relief was most urgently demanded this year, immediately. I made two suggestions to the House at that time. The first was that an action should be taken by the government in the courts to determine whether the Canadian Pacific Railway had not by its failure to give efficient railway service, which failure is capable of ample proof and which is admitted by the Canadian Pacific Railway officials themselves, forfeited its charter rights. I made another suggestion that the protection afforded the company respecting the supply of cars for wheat traffic by the words 'without undue delay' which appeared in the Manitoba Grain Act as it was passed by this House three years ago should be eliminated from the Act so as to leave the company liable for damages under the General Railway Act for failure to supply cars sufficient to handle the traffic within reasonable time. I am pleased to say that the government adopted the second of these suggestions and that these words have been stricken out of the Manitoba Grain Act by an amendment which passed through the House a few days ago. I am pleased to say further that the discussion in May has brought about an immediate result in the way of there being an increased activity in the handling of freight. A few days after the debate occurred I received a letter from a friend in Regina from which the following is an extract:

Your exposition of the facts is certainly having an effect on the company, for this week there has been a wonderful improvement and freight has been arriving in one-third the time it took three and four weeks ago. We now get shipments from Winnipeg in the same month in which they were shipped.

A wonderful thing. Goods are carried 356 miles in a month.

The staff in the freight shed has been increased by the addition of several hands.

But, Mr. Speaker, if it can be shown that with the very greatest difficulty the Canadian Pacific Railway is now, after two years of aggravated congestion, able to give bare satisfaction to the people of Manitoba and the North-west Territories, is that to be taken as a good reason why no new railway enterprise is needed or why no further railway facilities are required? I wish to make a passing reference to the attitude of the North-west members and the North-west and Manitoba people towards the Canadian Pacific Railway Company. I have observed since I came to this House that it was not possible for any member to offer any sort of criticism, no matter what circumstances would justify criticism, respecting the Canadian Pacific Railway, with-