

Canadian operating a Canadian company and buying his supplies in the coast cities of British Columbia. Now, that is very different from what was done when the political party of my hon. friend (Mr. Armstrong) was in power, and when the Conservative Senate drove the people to buy supplies in American cities instead of in Canadian cities. He states he has a newspaper from Vancouver which says that large supplies for Prince Rupert are being bought in American cities, but I want to tell him that there is no more reliance to be placed upon that newspaper statement than there is to be placed in his own statement, although of course in making this erroneous statement he may have been misled. I am as desirous as anybody could possibly be that all supplies for the north should be bought in Vancouver, but I may tell the hon. gentleman that this is a matter with which the Railway Commission has nothing to do. It is a question of the abrogation of the order in council respecting the coasting laws. If the order in council stopping American boats from coming into a Canadian port and loading to another Canadian port is to be abrogated, that is a matter for the government. But let me inform the hon. gentleman that there is by no means an undivided opinion in British Columbia or in the city of Vancouver as to the advisability of that. No later than last week I received a unanimous resolution from the Vancouver Ship Masters' Association composed of 160 ship masters who are good Canadian citizens plying out of our ports, asking that I should use all possible effort to see that this order in council should not be repealed. I do not say that I am fully in accord with that. The city of Vancouver is not suffering at present. It did suffer for many years; but it overcame the blighting aegis of the hon. gentleman's party. If for those nine million acres of land we had built that road, we would have had to-day a city of Vancouver 250,000 people, as Seattle has, which was built up by the short sighted policy of our good friends opposite.

Mr. GRAHAM. Could I ask the committee to come back to where we were, to see if I can get a few items of these estimates through?

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Mr. GRAHAM. That is an annual vote.

Mr. ARMSTRONG. I thought the Minister of Railways was going to reply to the remarks I made. I certainly do not agree with the remarks made by the hon. member for Vancouver. He must know that the board of trade of that city sent their request to this government, and that the Canadian Pacific Railway have been agitating the question, as well as a large number

of the people of that province, and I am surprised at the stand he takes, in this regard. I know the position the hon. gentleman took some years ago when the Conservative party were building the Canadian Pacific Railway.

Mr. MACPHERSON. I was in swaddling clothes then.

Mr. ARMSTRONG. He will perhaps remember the position he took in 1903 regarding the building of the Transcontinental Railway. However, I think the minister should make some statement in connection with the matter.

Mr. GRAHAM. The question takes up such a wide range that I do not wish to be led into a discussion of it.

Mr. ARMSTRONG. I am afraid the minister widened it the other day.

Mr. GRAHAM. In reply to a question that opened the door, I just pushed it open a little wider. The question of the coasting privilege is a large question, but it has nothing to do with the Railway Department. I suppose the Canadian Pacific carries eighty per cent of the traffic to British Columbia. With regard to the interchange of freight between the Grand Trunk and the Great Northern, I do not see how the Railway Commission could govern that. A man routes his freight by a certain line, and while we are all anxious that Canadian products should be carried by Canadian railways, I do not see any practical way of making people do it if they are inclined to do something else. As a matter of fact, this freight is sent in by the contractors instead of by the Grand Trunk Pacific Company. I imagine that the rails will go largely by water.

Mr. SAM. HUGHES. Where will the rails be manufactured?

Mr. GRAHAM. They will be manufactured largely in this country.

Mr. SAM. HUGHES. How would they go by water—around Cape Horn?

Mr. GRAHAM. Yes.

Mr. ARMSTRONG. As far as the supplies are concerned, practically everything going up there is being purchased in the United States.

Remuneration to A. Brunet, government director, Grand Trunk Pacific Railway, \$2,000.

Mr. R. L. BORDEN. What does he do?

Mr. GRAHAM. He is a member of the board of the Grand Trunk Pacific representing the government.

Mr. R. L. BORDEN. I know he is, but what does he do?

Mr. GRAHAM. The usual duties of a director.