

Hon. Mr. BOULTON—Yes, and all that it is selling for in my neighbourhood is 13 cents per bushel and I can give you other facts and figures about the rates.

Hon. Mr. MACINNES (Burlington)—From what point is the hon. gentleman quoting rates?

Hon. Mr. BOULTON—Well, the place I speak of is where I live, 275 miles north-west of Winnipeg on the Manitoba and North-western Railway.

Hon. Mr. MACINNES (Burlington)—To where?

Hon. Mr. BOULTON—To Montreal.

Hon. Mr. SMITH—Does the hon. gentleman know that oats have been sold in Ontario for 12½ cents?

Hon. Mr. BOULTON—Yes, but not in our time.

Hon. Mr. SMITH—So, it would go by in the North-west also?

Hon. Mr. McMILLAN—What would they be worth if you had not the Canadian Pacific Railway?

Hon. Mr. BOULTON—We would not be there, but since we have gone there the people who live in that country have a right to come down here and tell what is pressing on them and see if a remedy can be applied in some manner or other. We know perfectly well by the published reports what the earnings of the Canadian Pacific Railway amount to and we want to see that the tariff that realizes these dividends should be imposed in an equitable manner, and that they should not exceed the legitimate profits of capital, to assist the people of this country instead of impoverishing them so that they cannot make fair headway. Many of them become disappointed and some of them do move from one point to another.

Hon. Mr. McINNES (B.C.)—Will the hon. gentleman inform the House what the Canadian Pacific Railway charges are per 100 on wheat from St. Paul or Minneapolis to Montreal?

Hon. Mr. BOULTON—No, I cannot inform the hon. gentleman what those rates are, but I have asked for certain papers with regard to the Canadian Pacific Railway and the increase of its capital stock, and I propose to try and deal with the rates as they are presented there, in order to show that there is an injustice in that free country that is so thoroughly dependent upon railway communication. Recollect, we have no water communication, we are without competition, and we are entirely dependent upon railway communication, chiefly furnished by the Canadian Pacific Railway. We want to see that railway communication managed so that something like justice will be done to the people who are pursuing their industry in that western country for the benefit of themselves and the country at large. If they are borne down by heavy taxation through Government sources, if they are borne down by excessive rates charged by the Canadian Pacific Railway Company, it will certainly retard the development of that magnificent country for an indefinite period, to the detriment of Canada. So far as the taxation of the Government is concerned, what is the actual condition? It is this: If we send out ten millions of produce, what do we get back to pay us for it? We do not get back money, hon. gentlemen, as I explained before. It comes back to us in the sugar, in the cotton, in the coal oil, in the nails and the iron, and in every single thing required for the use of the people of the west. And when it comes back to us it comes back with 25 per cent for the duties added to the cost, and we only get back in the export of \$10,000,000 worth of produce from Manitoba and the North-west, goods to the value of \$7,500,000 in consequence of the imposition of an average rate of 25 per cent in the duties. In the same way the rates of the Canadian Pacific Railway press heavily upon the country. If you want to see Canada grow and become great and the National Policy fulfil its work, I say, hon. gentlemen, a different commercial policy should be adopted in order that the people may reap to the fullest extent the advantages to be found in Canada for increasing their individual prosperity, and for building up the country generally.

Hon. Mr. BELLEROSE—Hon. gentlemen I do not intend to make any remarks on the resolutions which are being discussed,