

the hon. member for Pictou (Mr. Macdonald). I noted an utterance of his which seemed, to me at least, to conform with the general tendency on the part of the ministry in dealing with this question, where he referred in his argument to the impossibility of incorporating the Grand Trunk in the national railway system. Whether we are justified, in the absence of any statement on the part of the Government, in assuming that they have arrived at the conclusion that it is impossible to co-ordinate the Grand Trunk system with the rest of the national railway system or not, let me say to the Government that we on this side of the House await with interest a definite statement from them on the subject. Before leaving this subject, as I shall do in a moment to pass on to another, I think I would not be fair to my constituents if I did not point out to the House that, in the consideration of this question of railway rates, we, perhaps, suffer more than any other part of the country; that is, we are paying about double the rates of any other part of Canada, on both the Canadian Pacific and the national railway systems. This, in turn, has had a very serious and detrimental effect upon the transportation of grain from the prairies to the Pacific seaboard. Let me add to that this fact that, in spite of the repeated declarations of officials of the Canadian Pacific railway that wheat would never move west, we have handled, through the port of Vancouver this present winter, somewhere in the neighbourhood of ten million bushels of wheat from the Prairie provinces with, I think, distinct benefit to them. Therefore, the present situation being that we are paying approximately double the freight rate that is being paid in other parts of the country, if that is reduced to the rates obtaining in other sections, this trade will, I believe, be stimulated; and the great oriental field which, to-day, is consuming a very large quantity of this grain, will be open to the products of my hon. friends from the prairies. I shall leave that question. We shall have an opportunity to discuss it at length when the problem is presented to us, as we have been promised it will be, by the Minister of Railways.

In the consideration of the difficulties attending the development of agriculture and other problems, I should like to bring to the attention of this House and of the Government a policy which was, shall I say, partially, at least, adopted by the

previous government, and which was under consideration by this House at the last session. Indeed, if I remember correctly, the House passed a measure giving effect to what I am about to refer to, namely the establishment of a bureau of standards and the promotion of industrial scientific research. No reference has been made to this in the Speech from the Throne; no information has been given to us by the Government. If the Minister of Trade and Commerce (Mr. Robb) purposes contributing to this debate, it would be very interesting if he would give us some intimation of the policy of the Government along this line. What I desire to say, however, in connection with the matter is this. My hon. friends to my left and some other hon. gentlemen persist in pointing out that Canadian industrial establishments should be able successfully to compete with industrial establishments of other nations of the world. Usually the reference is made to those of the United States and Europe. I should like to point out to them and to the House generally that, in the United States, Germany, Great Britain, and, indeed, other countries, industrial scientific research has been carried to such a degree of perfection that it contributes very materially to the success of the great industrial concerns of those countries in competition with other countries in their particular industries. So, I say to the House that, if we hope so to develop the industries of Canada that we can successfully compete outside of Canada, we must certainly take into consideration this question of establishing a bureau of standards and the promotion of industrial scientific research. I might give a homely illustration of the nature of our competition. For instance, we might say that there is before a given group of individuals the task of removing a very large obstacle on a railway or in any other place. In one place you set to work a man with a pick and shovel. In another you set to work a man or a group of men with a steam shovel. They may both succeed in removing the obstruction, but the group with the steam shovel and up-to-date appliances will certainly remove it with greater facility and more cheaply than the man who is using the primitive instrument. So it is in a more complicated manner in the industrial world. If a woollen industry, steel industry, chemical industry or any other branch of industry has the advantage and co-operation of a highly organized and efficient bureau of