

I quote that merely to show that there is a difference of opinion in regard to the matter, and for that reason I cannot help but feel that it is a little difficult for a government to promise immediately, under present financial conditions, to undertake such a task as the building of a road from the Peace River territory whether by one route or the other, at a cost of from ten to perhaps fifty million dollars. The two great transcontinental railways still take the attitude that they cannot afford to make any heavy capital expenditures, nor can they permit themselves, they still submit, to go into any branch line construction. They are quite willing—naturally they would have no objection—that the dominion government itself, if it wishes, as a government should construct this line, whether by the Peace pass outlet or any other. By the way, on the last occasion on which I discussed this question with the two then heads of the Canadian Pacific and the Canadian National, they both did favour the Peace pass route along the Peace river and then cutting down to join with the Pacific Great Eastern which, as has been pointed out here this afternoon, last year made a profit on operating for the first time in many years. But they do not admit that they would agree to making the railways in any way responsible for the expenditure of one dollar to make that connection. Therefore, if anything were done, it would be entirely a problem to be faced by the government and the people of Canada at this time and perhaps for some time to come.

It is worth remembering that during the years that have gone the railway rates from the Peace River area, both to Vancouver and to Fort William, have been lowered considerably. My hon. friend from Peace River (Mr. Kennedy) and my hon. friend from Cariboo (Mr. Fraser) know that very well, but as some others in the house may not know the facts I shall place the rates on Hansard in order to keep the record full enough so that the question may be fairly well understood:

Rate on Grain from Grande Prairie to Fort William (Per 100 pounds)		Cents
1921..		63½
1922..		45
1924..		43
1925..		35½

In other words, the rate in 1925 and since that time has been a little over one-half the

rate existing in 1921. Here are the rates from Grande Prairie to Vancouver for the same quantity of wheat:

Rate on Grain from Grande Prairie to Vancouver (Per 100 pounds)		Cents
1921..		58½
1922..		45
1923..		43
1924..		39½
1925..		28

In other words, the rate in 1925 was considerably less than half the rate in existence in 1921. The rates which I have just given, namely, 35½ cents per 100 pounds from Grande Prairie to Fort William, and 28 cents per 100 pounds from Grande Prairie to Vancouver for 1925 are still the rates in existence between those points.

Mr. HANSON (Skeena): Is the rate the same to Prince Rupert as to Vancouver?

Mr. MANION: I imagine it is.

Mr. KENNEDY (Peace River): Yes.

Mr. MANION: My hon. friend from Peace River confirms my own understanding.

Mr. STEWART (Edmonton): Has my hon. friend quoted the rate from Edmonton to the coast?

Mr. MANION: I have it here, having sent out during the debate to get it. I hoped that it would show that the rate from Edmonton to the coast was about the same, but I find that the rate from Edmonton to Vancouver at the present time is 20 cents as against the rate from Grande Prairie to Vancouver of 28 cents; and that the rate from Edmonton to Fort William is 26 cents, as against the rate from Grande Prairie to Fort William of 35½ cents. I have also here the rates per 100 pounds from Saskatoon to Vancouver and to Fort William, and I might as well give those. From Saskatoon to Vancouver the rate is 24 cents, as against the rate from Grande Prairie to Vancouver of 28 cents; and from Saskatoon to Fort William the rate is 22 cents, as against the rate from Grande Prairie to Fort William of 35½ cents.

So there is no doubt that the people of Grande Prairie and of the Peace River country generally are up against pretty heavy rates in the shipment of their products. Of course, we cannot forget that Canada in the past has built too many railways. We built three where two would have been ample. We have had so much duplication and unnecessary competition from coast to coast in