

tain basic raw products, for industrial purposes in the interior of the country. It is true freight rates on pig iron are lower than on the finished products, but the loss in reducing the pig iron on which freight is paid, gives the western manufacturer, I understand, no special advantage.

I am fully aware this doctrine I have been advancing is open to various objections. It is held for instance that when the west receives sufficient population, industries will naturally follow. That probably is true, though the central sections of the United States do not appear to have been very successful in that respect. It is also true that our vacant lands will be settled in the course of many years, even if we do nothing to stimulate immigration. We seem, however, to regard it as desirable to encourage land settlement. Is it not equally sound to stimulate industrial development, thereby bringing our raw products increasingly into use? This is essential to the growth of the whole country along the soundest lines. The suggestion is occasionally made that eastern Canada—the home of our manufacturers—has contributed much towards the western section in railway and other development works, and consequently should not have its “natural” advantages in the matter of manufacturing disturbed. It is not for me to question that view-point. I am discussing a general policy for stimulating settlement and that justifies me in following the subject to the point of seeking the best condition for placing people in a new country as well as for maintaining them there. Apart from that, sectional differences need have no place in Canada, as the country is so big there will be ample room for eastern as well as western manufacturing industries.

Possibly I am advancing what may be regarded as revolutionary ideas. That, however, is not my intention. Canada is entitled to the best that is in us, and in throwing out suggestions, my only wish is to see her launch out on sound lines of development, after the fullest consideration is given to every plan that has been brought forward with that object in view. However, what I have been discussing in the matter of railway rates is not original. The principle has been in effect elsewhere and to the material advancement of the countries adopting it. Vrooman in “American Railway Problems,” mentions that “French railways are run primarily for the profits of the stock-holders, while to a certain extent German roads, and to a much greater extent Belgian roads, are run primarily to build up the national commerce and industry.”

Assuming for the time being that my suggestion is sound, namely, to give at least for a limited period a preferential freight rate on certain raw products for the benefit of our Middle West. The next question is, how is it to be accomplished? From one maze of difficulties, I find myself entering others still more complicated. Let