

people of Canada will then know that for once they are in a position to control the railway rates, to some extent. If you can by this agreement induce American competition and lower the freight rates to the grain growers of Canada, to the stock raisers of Canada, to the miners of Canada, and to the fishermen of Canada, it will be welcomed by them, because it will be in the interest of the whole people. If this agreement tends to lower freight rates, which I hope it will do, that alone will be an enormous benefit. We all remember, those of us who live in Manitoba, years ago when the Canadian Pacific railway held the people by the throat, when that great company dictated their terms, dictated their rates, dictated when you should ship your grain.

Mr. BELAND. Was Sir William Van Horne then connected with that road?

Mr. MOLLOY. He was president. It is now possible for the people to get relief; they believe that this agreement will tend to a reduction of freight rates, and, therefore, it will be welcome to the people of this great and growing country. It is no wonder that Sir William Van Horne is opposed to this agreement, for in a short time the Canadian Pacific railway will not be able to dictate to our free people as they have done in the past. Now the statement is made that all the grain will go south. We must remember that part of it has already been going south. It may surprise you, and it did surprise me, to learn that half of our wheat crop for the last three years in western Canada has gone out by southern routes. I have a statement to that effect from the Department of Trade and Commerce, showing the quantity of wheat exported from the Dominion of Canada in three crop years ending August 31. In 1908 there were 39,000,000 bushels, in round figures; in 1909, 45,000,000 bushels; in 1910, 52,000,000 bushels. How much of that wheat was exported through the United States? In 1908, 19,000,000 bushels, in round figures, went through by American routes; in 1909, 23,000,000 bushels; in 1910, 27,000,000 bushels. The Minister of Customs pointed out in his speech that from Port Arthur and Fort William alone there were 19,000,000 bushels exported by American routes. Now if you compare the figures you will find that in 1908, 1909 and 1910, half of our exports of wheat went by American routes. You may think it went in bond but the fact remains that freight rates were paid on it over American roads.

Mr. SCHAFFNER. In 1910, 100,000,000 bushels of wheat went through Port Arthur and Fort William, and only 1,000,000 bushels did not go that far on Canadian roads.

Mr. MOLLOY.

Mr. MOLLOY. My statement was that half the grain went by American routes.

Mr. SCHAFFNER. But it came east to be exported.

Mr. MOLLOY. Partly, but not entirely.

Mr. SCHAFFNER. All except 1,000,000 bushels.

Mr. MOLLOY. I was struck by an article written by Dr. Andrew McPhail in the Montreal 'Witness' under date February 21. We have heard a great deal of the howl sent up by vested interests in this country, and I notice that the strongest opponents of this agreement are the moneyed men of Canada. The common people, apparently, are not to be considered or consulted if some people are to have their way, but there are those who are prepared to take up their cause and fight it out for them, and I am one of them. The blue ruin predicted by hon. gentlemen opposite and some of their press, with its accompaniment of falling stocks, financial stringency, tying up of corporations and unwillingness of the banks to lend money, is hardly borne out by the facts as here set forth. This article is as follows:

#### TEST OF PUBLIC OPINION.

There is only one method of testing public opinion upon the effect which any proposal will have in industrial values, and that is by appealing to the record of prices which the public is willing to pay. The Montreal Stock Exchange will yield those quotations. The schedules were brought down on January 27—

Bear in mind that was the day after the Finance Minister made his statement.

—or 'thrown on the table,' as the saying is. Let us now compare the prices which prevailed at the close of the market on the day previous to the event with those which are recorded for February 14. There are 49 stocks listed, for which quotations are given for both days, and the average values increased by 2.22 per cent. Let us compare the values of stocks in those industries, about which the greatest clamour has been raised. The Canadian Pacific railway, on January 26, closed at 207½ bid; on February 14 it had advanced to 212½ bid. Grand Trunks in London on January 26, closed at 106½ for firsts, 95½ for seconds, and 54 to 54½ on actual sales of thirds. On February 14, the closing figures were: firsts 108, thirds 54½, there being no quotations for seconds. Ogilvie Milling Company closed at 129½ and 129 respectively; Lake of the Woods at 142 and 141½; Steel Company at 57½ and 58½. Even 'farmers' may be trusted to see the significance of those figures, and to test by them the sincerity of the 'business men' who are crying out that they have been betrayed.

The railways have come in for especial commiseration. The railways may be trusted to take care of themselves if we adhere to the sound principle of minding our own business, and let the American railways mind theirs.