

facilities be found inadequate, our northern people will see to it that adequate facilities are forthcoming. Allow me to quote an article from the *Financial Post* of January 29 last dealing with the same question:

The Winnipeg Grain Exchange has ascertained from actual transactions in 1922 that the farmer can get twelve cents per bushel more by shipping his wheat through a Pacific port than by the Fort William and the Great Lakes route. This is on the basis of the present railway rate discrimination against the Pacific coast whereunder wheat is hauled 1,400 miles eastward for the same rate charged to haul wheat 700 miles westward. When the present discrimination is removed, the permanent advantage to the farmer will, it is said, be about sixteen cents a bushel, and the total gain to the farmers as a result of shipping by the Pacific coast reach \$40,000,000 a year.

Prince Rupert has been working for months on an elevator project, and business interests in that city believe that the government is likely to co-operate with them in this enterprise. The fact that Prince Rupert is the northern terminus of the Canadian National Railway (G.T.P.) and closer to the grain country of northern Alberta and Saskatchewan than the southern seaports of British Columbia is strongly in that city's favor, as well as the fact that the route between Prince Rupert and the Far East is considerably shorter than the route between Vancouver or Victoria and the Far East.

I think this will give our farmer friends some indication of the faith we have in the development of our northern port. We in Prince Rupert do not intend to see this port terminal of the Grand Trunk Pacific with all its advantages overlooked. This road was built for keeps, and we propose to keep it. We have a grade only four-tenths of one per cent, and at that we have compensated curvature. It was stated in the House yesterday that the Canadian Northern end of the Canadian National system in British Columbia is the best part of the road. Well, I believe that the hon. member who made that assertion was conscientious and made it by reason of having some report placed in his hands; but that report to my way of thinking must have been prepared by a Canadian Northern official. On the face of it, it might appear as if the Canadian Northern end of the National Railways into Vancouver was all that the report claimed for it; however, I do not believe that that is the case. The Canadian Northern and the Grand Trunk Pacific run over the same tracks from Edmonton as far west as Red Pass Junction. The Vancouver people take it upon themselves to term their portion the main line, and our portion a branch or stub line from the junction to Prince Rupert. They have not half as much right to term their portion the main line as we have to claim that distinction for our portion, for the reason that the Grand Trunk Pacific line into Prince Rupert is much better constructed

[Mr. Stork.]

than the Canadian Northern line ever was or ever can be.

We have been put to some disadvantage by these comparisons. On my way down here the porter of the car in which I was riding told me of an incident that happened on his previous trip. The train for the West is made up at Edmonton and includes a sleeper for Vancouver and another for Prince Rupert. This train is run through as far as Jasper, where it is split up, one part going to Vancouver and the other part to Prince Rupert. There were two travellers on the train going west on this particular occasion, one for Vancouver, and one for Prince Rupert, and both were placed in the Vancouver car. The Prince Rupert car was pulled empty as far as Jasper. When one of the travellers got his ticket at Edmonton, he was advised, "When you get to Jasper, transfer there, because the Prince Rupert car will be waiting for you," and when he arrived at Jasper he was transferred from the Vancouver car into the Prince Rupert car. Undoubtedly the reports will show that the traffic going into Vancouver received credit for that particular sleeping car accommodation from Edmonton as far as Jasper, when in reality it belonged to the business going into Prince Rupert. I am fairly satisfied that the freight traffic is handled in the same way.

When the Montreal Board of Trade paid our coast a visit last summer they came to Prince Rupert in sixteen heavy Pullman cars. One of the Grand Trunk officials was ordered to put two engines on that particular train, but he did not do so because in his judgment one engine was enough. I suppose he since may have been dismissed for his insubordination, but be that as it may that train of sixteen heavy Pullman cars was hauled by one engine from Prince Rupert right through to Winnipeg, and there is no other road on the North American continent that can equal that feat. If they had put on two engines, as the official was ordered to do, I suppose the statement would have been made that they had to use two engines. But no, they did not. One would have done it, and if one would have done it, why would they use two? That is the kind of game we have had played on us ever since the inauguration of the Grand Trunk Pacific. In the early days of the construction of the Canadian Northern railway, a train coming out of Vancouver was headed off by a slide in front and hemmed in by a slide in the rear, and for five days that train stood stalled on the track on the banks of the river. The outcome was that they had to sling a cable across the river and rescue the passen-