

habit of referring to people in that way.

Mr. Barnard asks why, if the Great Northern wants to bring freight to Victoria, it does not bring it by steamer from Everett. The answer is that there is no steamer plying between Victoria and Everett. Another answer is that it is cheaper to bring it to Victoria by the proposed route. It will cost 22 cents per ton to bring a carload of freight the additional distance around by rail, which is less than half as much as it costs to transfer the freight from a car to a steamer at Everett or anywhere else. I am referring now to the cost of the carriage by rail—the actual cost of moving the loaded car standing on the track at Everett. This estimate is based upon the statistics in the report of the Interstate Commerce commission. There the cost of handling freight, including everything that is chargeable against the freight department, is put at 47 of one cent per mile per ton. Now, for freight standing upon a track in a car there must be a large deduction from this, and the expense for the additional haulage will not exceed two-fifths and perhaps not one-third of a cent per mile, which for the additional distance is less than half what it would cost to transfer the freight from the Great Northern cars to a steamer. Therefore the additional rail haulage would make a saving to the company. Even if the cost per mile were twice as great as I have estimated, the company would save by not transferring its freight, in addition to having the longer haul, which is an advantage to the company.

Mr. Barnard has asked why the car ferry is not put on directly from Everett. The answer to this is that there could not by any possibility be any way freight between Everett and Victoria, while there will be a large amount of way freight developed in the Lower Fraser to go towards the cost of operating the railway ferry.

He also asks why the C. P. R. cars do not now come to Victoria. A sufficient answer is that they do not. I do not know the reason, but I know the fact. Doubtless the C. P. R. has good reasons for its line of action. But it is a fact that cars from all over the continent are taken to Cumberland—that is, by transfer barge to Union wharf, and thence by rail. The business men who went on the excursion to Comox saw the cars there.

Mr. Barnard—They go there for coal.

Mr. Lugsia—I thank you for the suggestion. They go there for coal. They go to Ladysmith for coal. They go to Chemainus and Shawinigan Lake, I suppose, for lumber. I do not know what they go to Duncan's for. If Great

Northern cars come to Victoria, they will come for something, and Mr. Bodwell has told you what that something will be. I am informed that by arrangement the C. P. R. does not send its cars into Victoria. But, however this may be, Victoria is the only place on Vancouver Island, except Alberni, where cars from all parts of the continent do not go directly to deliver their freight.

Mr. Barnard objects that the proposed railway will not be a part of a transcontinental line—that is, it will not have an ocean terminus in Victoria. I am surprised that he should say this. He surely does not think that a railway within a stone's throw of the harbor is going to stop there and not be extended to the wharves of ocean steamships. My contention is that the moment a transcontinental railway enters Victoria it must be regarded as having reached the ocean, and the question of the short extension necessary to carry the line to the wharves can only be a matter of very brief time. This particular project does not contemplate such an extension as a part of the contract with the city, but if Mr. Barnard wishes the people to think the line will never be built over the narrow space between it and the water, he has less faith in the future of Victoria than I think he has.

In regard to business to be developed over a line to the north of the Island, I think there is a real danger in what Mr. Bodwell suggests as to the possibility of that business being diverted to Vancouver. When that line is built, the Canadian Pacific will connect with it at Nanaimo or some point north, and it is absurd to think that the company will haul its business down to Victoria for the pleasure of hauling it back again. It is a simple business proposition for the C. P. R. to get from Vancouver to the railway on the Island in the shortest possible way, and the C. P. R. is conducted on business principles. In order to bring in this direction any share of the through business developed over a railway to the Island, that is to be on the main line not on a branch, Victoria needs railway connection with the lines coming in from the South, and such a connection this proposed line will give us.

It is so very late that I cannot mention many things that I would like to, but before I sit down I must say something of the enormous resources of the Lower Fraser, which this railway will assist in developing, and a large share of the trade of which it will bring to Victoria. The Lower Fraser valley has a vast extent of the most fertile land in the world. It can support a population of a million people. Dismissing all considerations as to through traffic, and