

the trade and traffic is met by the statement you had better try and keep the trade of Canada in Canadian channels before you complain that we are trying to divert it to another route. At all events, if it goes by Hudson Bay, it will go through Canadian ports instead of through United States ports. One thing that we lack in that western country in our inland transportation is competition. Competition is absolutely necessary for our success. Without competition we are borne down by the monopoly of one or two railways, and it is impossible for us to conduct our operations and produce our grain and make a reasonable profit so as to induce our people to remain there for the benefit of the country, or to bring fresh immigrants there.

I should like to point out to hon. gentlemen this fact in relation to our transportation—it will come out when the report of the commission on freight rates is laid before this honourable House—that in the report of the Department of Railways and Canals last year, and in fact every year, you will find on page 467 a showing of the train mileage earnings of the various railways in Canada. Every railway in Canada is shown there, and you can see what its train mileage earnings are. It is by the train mileage earnings that the public can see what the railways are accomplishing. In the Canadian Pacific Railway returns the train mileage earnings are shown to be \$1.50 per mile; in the Grand Trunk Railway returns \$1.03 per mile, and Intercolonial 69cts. per train mile. In other words, the people of the western country have to bear a train mileage earning of \$1.50—that is to say, the traffic that passes over their lines is charged amounts sufficient to pay an earning of \$1.50 per train mile. The average rate that is charged to the people of the province of Ontario on the Grand Trunk Railway is \$1.03 per train mile, and as I said before, in the case of the Intercolonial 69cts., and until the Minister of Railways took hold of the road and brought up the returns, it was, I believe only 49 cents per train mile that the people who provide traffic for the Intercolonial were paying. But I would further point out that the Canadian Pacific Railway is divided into two parts; 2,500 miles is east of Callander station, and 3,500 miles west of Callander station. All the 3,500 miles of road west of Callander station is supported by our western trade, and what through traffic may

pass over it between the Atlantic and the Pacific. The traffic east of Callander on the 2,500 miles is mainly supported by the province of Ontario. When the Canadian Pacific Railway comes into competition with the Grand Trunk Railway, the train mileage earnings naturally come down to \$1.03. When it comes into competition with roads in the maritime provinces, it must come down to that of the Intercolonial. Therefore, if the Canadian Pacific Railway earns on an average on 6,000 miles \$1.50 per train mile, and it has to carry freight at a lower rate in the eastern section of the country, it is natural to suppose that they would have to charge us who supply the traffic in the North-west, \$2.50 per train mile, which I think is about the average that the people in the western country have to pay for their traffic. Now, it is in order to get rid of this excessive burden by competition that the people of the west are so intent upon finding an outlet by way of Hudson Bay. I merely mention these rates in order to show hon. gentlemen the incentive that exists to secure an additional outlet and further competition in our western country. In order to do that, hon. gentlemen know what my views are with regard to the construction of the Hudson Bay Railway. They have always been that it should be constructed as a public work. I do not think, that any private corporation can take hold of the Hudson Bay Railway and build and carry it on successfully. The main incentive of many people to secure the construction of that road is to carry on the operation of constructing it and make what profits there may be in the construction of a road of that kind. After the resources supplied by public aid have been exhausted, then the road has to rely entirely upon the development of what we all admit is a difficult route at the present moment. There are many things that will have to be done in order to maintain the efficiency of the road and make it successful. For that reason, I have always held that it should be constructed as a public work. I do not know that the public mind is sufficiently advanced to induce the government or either of the governments in the west, or the government of Canada to undertake it as a public work at the present moment. Therefore, we go on to the consideration of the question that is put by the