

pers as well as the traffic officers of the carriers might appeal for adjustment of freight rates. I do not think we see much of that in the administration of our Canadian National railways.

There are certain manufactures in New Brunswick in the carrying of which the Government railway cannot compete with the Canadian Pacific. The Government railway taking certain products from northern New Brunswick to the state of Maine has to travel a distance of some 125 miles more before the same connection can be made as the Canadian Pacific railway makes from St. John, and some adjustment ought to be made in this direction in the interest of the public as well as of the road itself. We should

9 p.m. do everything possible to increase the traffic on the road. Trade begets trade, and if you open an artery in one direction there will soon be an increase of trade all round; you not only increase the traffic on one particular road but generally. I think that there should be some special branch of the railway management charged with the duty of considering the representations that are made by the public and of seeing to it that complaints from the people in regard to the operation of the railways receive prompt and courteous attention. If there were something of that kind a great deal of trouble would be avoided and the operations of the railways would be much more satisfactory to the people at large. We are asking for greater production, and we should realize that production requires the freest and cheapest possible channels to the various markets of the world. It is only by removing every possible obstacle in the channels of trade that you can make trade profitable and increase traffic. The grain market more particularly is controlled by Liverpool—especially was this the case in normal times. Now, the Government will not always control the wheat of this country. In a short time this product will necessarily have to take the ordinary course of supply and demand the same as other products, and we must therefore prepare for the conditions in traffic that may arise when that happens. If I had the gift of my leader I would call the attention of the House with proper emphasis to this fact, that I, as representing a maritime constituency of some importance am anxious to see the fullest co-operation between the East and the West, because I realize that the interests of East and West are interdependent. The prosperity of the

West contributes to the greater prosperity of the East, and the East should also serve the West. We have been favoured with splendid seaports, and every article that is produced in the West has either to go through the East or go by way of the United States, and the question is whether the products of Western Canada in the future will go through American channels instead of taking their natural course through the Canadian sea ports of St. John, Halifax and Quebec. The minister said to-day that the shippers and producers and the railway magnates of the United States were fighting on the question of lower rates. Well, I would point out that it is necessary for us to have such freight rates in this country as will enable Canadian industry to be properly developed. It is contended that an increase in rates will benefit the Canadian Pacific railway to the extent of some sixty million dollars. I do not think that it would be advisable to increase the freight rates at this time. Let the railway management wait for another year, and when they have seen what discrepancy there may be between the operations of last year and the current year they will then be in a better position to judge as to whether freight rates should be increased or not. I do not think the present is an opportune time to increase them; but without any desire to criticise the administration unduly, I suggest that they should give the country more substantial evidence of their capacity and their efficiency than they have so far shown. I would suggest that they be given another year, and we shall then be able to estimate their ability, and Parliament will be able to pronounce as to their efficiency or otherwise. I am, and have always been, in favour of government control, and now that we have these roads we must see that they are operated in such a manner as to reflect credit on the principle of public ownership.

I shall now say a few words in regard to passenger rates, and I may remark that there is a great difference between passenger rates and freight rates. Freight rates affect the whole people, but passenger rates are not so far reaching in their effect; they affect the individual, whether he travels for pleasure or on business. While I am unalterably opposed to increased freight rates at the present time, I would be prepared under conditions as they are to give some consideration to the question of increasing passenger rates. The Canadian Pacific railway say, notwithstanding the