

been previously a rate from Buffalo to New York of two and a half cents per bushel. That is not the average rate upon which the wheat is carried, but that was a rate which obtained and under which immense quantities of wheat were carried, and which the railway companies were prepared to maintain if circumstances did not alter. The average distance from Buffalo to New York by six routes is 443.12 miles, and on this basis the rate from Winnipeg to St. John would be 10.56 cents. Now, to come nearer home, during the past four years the Canada Atlantic railway has hauled grain from Depot Harbor to Montreal as follows: Highest rate four and a half cents; lowest rate two and a quarter cents. There is a break in the route from Depot Harbor to Montreal. It is all rail to Crteau and then there is from 42 to 45 miles of water carriage to Montreal. This rate is what the Canada Atlantic company charged to haul it over the all rail route and then tranship it and take it down the 45 miles and deliver it at Montreal. The transshipment and the handling and the carrying for the 43 or 45 miles was certainly as expensive to them as it would have been if they had their own line into Montreal and had taken it through by rail. I fancy there is no doubt that if they had their own line into Montreal they would prefer to carry it in, rather than tranship it and take it 45 miles by water. The comparison therefore is a fair comparison. The distance from Depot Harbor to Montreal is 388 miles, and as I have said, the Canada Atlantic railway during the past four years has hauled grain from Depot Harbor to Montreal: highest, four and a half cents a bushel; lowest, two and a quarter cents per bushel. If you take the lowest rate of two and a quarter cents, then on that basis the rate from Winnipeg to St. John via the Grand Trunk Pacific railway would be 10.85 per bushel. Now, I want to compare that. I talked with a prominent member of the Winnipeg Grain Exchange the day before yesterday, and I asked him, how that 10.85 cent rate would compare with the rates which he is now paying from Winnipeg to New York by lake and rail. He tells me that taking into account the rate by lake and the rate by rail, and a small additional charge for extra insurance which they have to pay by reason of this mixed carriage, the rate to-day from Winnipeg to New York is 16½ cents. And, mark you, if the

proposed railway can haul wheat as cheaply as the Canada Atlantic line it can carry it from Winnipeg to St. John for 10.85 cents per bushel. My hon. friend says in emphatic terms that this railway is not going to haul any wheat. I do not say whether it is or not; but the hon. gentleman must get over these figures before he can convince the public that it is not. They are set forth in the official report, except as regards the Canada Atlantic, which I procured privately, and, as they are in accord with the information received respecting the Canada Atlantic, there can be no question of their accuracy.

Westbound Freight by the New Road.

When I speak of the traffic which this railway is going to handle, I point to the fact that 1,000 miles of this line from Quebec to Winnipeg are going to be in the province of Ontario and the whole merchandise traffic which now goes by rail from Grand Trunk points in Ontario and Quebec, except that on the new line west of the city of Quebec, will go via North Bay and Temiscaming over 1,000 miles of this useless line, and through the fertile clay belt to Winnipeg. In the face of that fact it is childish to talk of this railway having nothing to do. Within a week after the railway is opened, it will be busy hauling merchandise from eastern Canada. Let me call attention to the fact that the distance, as estimated by an expert officer of my department, from Toronto to Winnipeg by way of Chicago and the American lines over which much of the traffic has gone of late years—especially before the last two years, when the Grand Trunk and the Canadian Pacific railway made some arrangement about taking the freight northward—is 1,400 miles by one line, and 1,394 by another. The distance from Toronto to Winnipeg by way of the Grand Trunk line to North Bay, from there by the Temiscaming line, and around by the projected line, is estimated at 1,171 miles, or some 200 miles shorter than the main route by which the great business was done for many years by way of Chicago. It may be that the estimated length of the new line is a little short. It is difficult to estimate exactly what it will be, but certainly it will not be more than 1,200 miles. If you take the route by the Canadian Pacific railway from the city