

Grain, of course, will pay a rate very much lower than that, while manufactured articles going west will pay a much higher rate. The Canadian Pacific railway receives about three-quarters of a cent per ton per mile, and this calculation is averaged on half a cent per ton per mile. This rate applied to the 8,500 tons handled per day gives the company a gross revenue each day of \$76,500. In this calculation I have not figured any passenger trains at all. But it may be well to be on the safe side, and say that the tonnage may not be this large, but the passenger traffic will certainly make up for any difference in that calculation, and the extra tonnage that can be drawn will again help to make up the deficiency. I believe the conclusion is a very moderate one. The following then is the situation:

Gross revenue to the company from operating 8.5 trains per day . . . .	\$76,500
Cost of operation . . . . .	25,500
Interest charges per day, as per commissioners' report . . . . .	14,800
Total charges per day . . . .	\$40,300
Net revenue per day . . . . .	\$36,200

If you cut this calculation in two, and that is giving absolutely all the facts against the project, the company will still have sufficient money to pay the operation of the road, the interest to the Government, and will have at least \$18,000 a day left for other charges and expenses. That is what the experts of the commission themselves estimate will be the traffic of the road at an early date; but when you take into consideration the traffic that must accrue from the West to the East and from the East to the West during the years that are to come, as the eastern and western provinces develop, as the northern part of the province of Ontario opens up with farm houses dotted here and there, it is no mad proposition to say that in ten years the traffic of this line will be doubled and, instead of this line being a burden, in spite of all the pessimistic talk of hon. gentlemen opposite, it will be a profit-making line to the Grand Trunk Pacific Railway Company of Canada. I have thought it fair to go to the extent of working out this calculation with a man who has some experience in these matters, and I have based it on the figures given by the commission in order to show the capitalists of the old land that, when the Grand Trunk Pacific Railway Company ask for money, they are not being placed by the people of Canada in a position where they cannot earn interest on their indebtedness.

I want to turn to another phase of the same question. I am sorry that my right hon. friend the Prime Minister is not here. My conviction is that the Prime Minister of Canada and the city of Halifax; that the Minister of Marine and Fisheries and the city of St. John, and the Postmaster General and the city of Quebec, are being misled at the present time as to the benefits to be derived from the Grand Trunk Pacific by our ocean ports. I say that they are being misled and are taking it for granted that Halifax, St. John and Quebec under the present conditions will receive the benefits that they expect to receive from this great undertaking. I say that they may not. I will point out to my hon. friend from Quebec county (Mr. Pelletier), as I know he is interested, why I think so. I firmly believe that, when he considers this question, he will use his influence to see that the wrong that has been perpetrated on the city of Quebec, on the city of Halifax and on the city of St. John, as our ocean ports, is remedied without delay. How was it expected that with this railway we would be able, particularly at Halifax and St. John and I might also include Quebec, to compete with American ports? Not by building a road as good as any other road. That would not have the desired effect. To reach the American ports requires a larger haul than to St. John and Halifax. The object in building this road to such a high standard was that, by the superior standard of the National Transcontinental railway, the difference in distance might be overcome. I discussed that question with the late Mr. Hays; I discussed it with Mr. Chamberlin and they assured me time and again that what they hoped to accomplish in making our Canadian ports what we all want them to be, could be accomplished only through having their road able to carry a bigger load than any competing road. I have discussed the question of grades. I want to point out again to the Postmaster General, to the Prime Minister and to the Minister of Marine and Fisheries representing these ocean ports that, to put it mildly, they are on unsafe ground in acquiescing in the changes in these grades. Last night I quoted as high an authority as there is on the continent of America on grades, and he distinctly says, on his authority as an engineer of great experience, that velocity grades on a new line and in our country are not to be depended upon for carrying the load that can be carried by a train loaded for a level line. He