

office, telegraphs, and express—that covers the three large items—it is going to be difficult to get the last two, because we do not know and have no way of ascertaining how much the C. P. R. receives.

Mr. HEAPS: The Government would have that information.

Sir HENRY THORNTON: No I think not.

Hon. Mr. DUNNING: The area of competitive business is a matter really effecting it. That is, it would not give us a correct picture to get before us the total business done by each department with each Railway unless we were also informed as to the proportion of that business, which was really competitive and the proportion of it which could only be transacted with a particular railway. How to distinguish between those two factors, I do not know.

Mr. POWER: For instance, Eastern Quebec, and practically the whole of the Maritime Provinces or of Nova Scotia at least are served by the Canadian National Railway only.

Sir HENRY THORNTON: With the exception of St. John.

Hon. Mr. DUNNING: There is no way of distinguishing competitive from non competitive traffic.

Sir HENRY THORNTON: It is practically impossible. I can get you the figures of the National receipts from the Telegraph and Express. We can give our own receipts. What the C.P.R. did, I do not know. The government may have some information, but I doubt that very much. However, we will do the best we can with it.

Mr. HEAPS: There must be a great deal of government traffic on the different roads.

Sir EUGENE FISET: We do not need to go into the details of the transactions. The general instructions given by the government in each department is all that we need to know.

Sir HENRY THORNTON: The real object of Mr. Heaps' question is to develop the principle.

Mr. HEAPS: In connection with the public utilities commission of Winnipeg, the idea was to stay with our own friends; that all things being equal we should give the preference to our own.

The CHAIRMAN: The question is whether the government should adopt the principle of favouring the National Railways, where it can do so without injury to the people in general. If they can get as good service from the National, then I agree with Mr. Heaps that I think the National ought to get the business. It is our own; but the first principle should be the service to the public.

Mr. POWER: Has the committee the power to make recommendations to the government? If it has, it is useful to investigate this question, and if not it is not.

Mr. CHAIRMAN: I think we have already in our reports made some reference to that.

Mr. HEAPS: Can we check up what has been done by the committee in the past and obtain what information there is on this question.

The CHAIRMAN: Yes, you will find that all in the printed reports.

Mr. JELLIFF: I think we made a report on that two years ago.

Sir HENRY THORNTON: I think the committee made a recommendation on Mr. Heaps' suggestion last year.

The CHAIRMAN: I do not think that we went so far as that. We wanted the matter gone into with respect to the mails. We did not have the other railways before us, but certainly we had the man particularly charged with the mail business two years ago.