

properly informed. I took the trouble to telegraph to the grain commissioner to get the figures, and I find that during the last year the total amount of grain from Manitoba and the Northwest of all kinds that came east was 43,087,413 bushels, and that the amount that came all rail was 5,823,000 bushels, so that the percentage of the total that went all rail was 12.9 or practically 13 per cent. instead of 2½ per cent., as the leader of the opposition has been informed.

The figures given by the commissioner officially to me, show that the amount that went out by rail was 13 per cent. It is difficult to get correct figures in matters of this kind, and I suppose when my hon. friend made the statement that the return which he had got was in some sense a partial statement and that he had been misled in that way.

The statement I have is a statement of the amount of grain that went from the west by rail as compared with the amount that went by water, and that is the point with which we are concerned and with which we have to deal in connection with this argument. Now, the figures I have given do not include the shipment of flour, and the advantage which wheat has in shipment by water is not applicable to flour in the same degree. I find in the Inter-State Commerce commission report for 1901 (page 13) that the subject is fully discussed, and it is pointed out that when it comes to the shipment of flour, the water route has not the same advantage over the rail route that it has in the shipment of wheat. It is well-known by those who ship these commodities, that the water route cannot compete in the same degree with the all rail route in the shipment of flour. I do not think there is a difference of opinion as to that. Now, a very large quantity of flour will be shipped from the Northwest Territories and Manitoba as time goes on. I do not think that it ever can be said that any large percentage of the crop will be shipped in the shape of flour, but no doubt an enormous quantity of flour will be shipped, a quantity which will furnish an appreciable traffic for a railway. I find further in connection with these shipments, that there is a very substantial amount of wheat that goes from different points by rail as opposed to the water route. I will give these figures, not with the object of showing that the facts will be paralleled in connection with the railway we are speak-

ing of, but I will give the information because it bears upon this discussion, and as I think, because it will lead to a certain conclusion in connection with it. From the city of Chicago in the year 1901, 21,523,600 bushels of wheat went by lake and rail, and 13,969,000 bushels went by all rail. In 1902, from the city of Chicago 22,000,000 bushels went by lake and rail, and 8,190,000 bushels went all rail. This will show that the lake and rail route even when most advantageously situated has not by any means yet a monopoly of the business. Now, let us take the shipments of flour. In the year 1902, 1,086,000 barrels of flour went from Chicago by rail and lake, and 4,752,000 barrels went all rail, showing that when it comes to the shipment of flour the railway has a great advantage.

Some Specimen All-Rail Wheat Rates.

We have sometimes very indefinite ideas as to what rates could be made by railways when they want to make a good rate, and when they get down to a competition basis and find they cannot get any more. I shall give two or three rates as an illustration of what railways can do. I am not going to say that this new railway will open with a rate of this kind. I am not going to say that this railway will carry all its business on a rate of this kind; but the railway we are going to build is going to be a good railway; it is going to be just for the express purpose of carrying heavy loads and giving low rates, and being able to compete with a low rate. Therefore it is proper for us to consider what low rates have been given and can be given on similar commodities as those which we shall haul, in other parts of the continent. I find that the average distance from Kansas City to Chicago by the three roads: The Santa Fe, the Burlington, and the Rock Island is 488 miles. By the report of the Inter-State Commerce commission for 1901 (page 15) there was in the previous year a rate of five cents per hundred pounds between Kansas City and Chicago. If you take the distance from Winnipeg to St. John via the Grand Trunk Pacific railway you will find that the equivalent rate from Winnipeg to St. John would be 11½ cents per bushel, and if they can haul wheat for 11½ cents a bushel they can get plenty of it to haul. The Inter-State Commerce commission report for 1900 (page 22) points out that there had