

a good thing and advantageous to both the shipper and the consumer. It is, therefore, because I am in favour of railway competition that I am supporting this Bill. As to the interests of Canada, I am prepared to fight for the Canadian Pacific Railway, or any corporation, so long as the interests of that railway, or that corporation, are identical with the interests of my country. I cannot see how the interests of Canada are to be endangered by giving our fellow-Canadians in the Boundary Creek district the right to have this railway built at private expense; I think it is time, in the interest of Canada, to establish a precedent that there are, at least, some parts of the country rich enough to justify the construction of a railway for its own sake. Canada has been brought up in the belief that the people should be exceedingly thankful to any group of individuals who form themselves into a corporation and come here and accept enough of the country's money to build a railway for their own benefit. Session after session Canada's incorporated benefactors come here and always raise the same old cry—We are going to develop the country's resources. Yes, develop the country's resources on the usual terms; get a subsidy big enough to build a railway which they bond for a good deal more than it cost, and those bonds for ever remain a tax on the unfortunate people who are to use the road. It is proposed by this Bill to allow certain individuals to build a railway and develop the country at their own expense. I understand that the Canadian Pacific Railway under its various names, has built in the United States over 2,200 miles of road to develop the resources of the United States. I understand, these roads in the United States have been built without a dollar's worth of public aid in land or money; and I am told, by those who know, or ought to know, that alien farmers get lower rates over the lines which the Canadian Pacific Railway Company have built in the United States with their own money, than the Canadian farmer obtains on the lines which the Canadian Pacific Railway has built in the United States with this country's money. So that, while the American farmer has never had to contribute anything to those Canadian Pacific Railway roads, over which he enjoys low rates, the Canadian farmer is charged higher rates over the Canadian Pacific Railway line in Canada, for which he is taxed up to the neck to provide subsidies. The Canadian Pacific Railway Company do not do this because Sir William Van Horne loves the American farmer better than the Canadian farmer. No; the Canadian Pacific Railway have to lower their freight rates in the United States in order to get away a share of the business from the competing lines in that country, and the company have been able to keep up

Mr. ROSS ROBERTSON.

the rate in the Canadian North-west because there are no competing lines. I am trying to view the request of our fellow-Canadians in the Boundary Creek district as I would desire them to view a similar application coming from myself, and as if they had the power to deny me rights I might demand, as this Parliament has the power to deny them theirs. To reject this Bill is to place our fellow-Canadians in the Boundary Creek district at the mercy of the Canadian Pacific Railway; it is, in effect, to say that trade between the Boundary Creek country and eastern Canada shall be taxed all that it can bear. I do not think it is in the interest of Canada to retard the development of the Boundary Creek country by placing the Canadian Pacific Railway in a position to exact extortionate and oppressive rates from the people of that district. I do not think it is in the interest of Canada to refuse the Grand Trunk Railway a chance to enter that country, to get into competition with the Canadian Pacific Railway, and take all the freight that our eastern wholesale merchants and manufacturers can offer.

I am a protectionist; but I am in favour of protecting this country's interest by a tariff, and not by refusing to meet the just demands of fellow-Canadians in the Boundary Creek district. I believe public opinion generally has approved the action of the Railway Committee, and I am perfectly certain, further, that it has approved and endorsed the action of the Minister of Railways. I have heard opinions expressed, since the meeting of the Railway Committee, by scores of people, merchants and shippers of both political parties, in Toronto and elsewhere, and nine-tenths of the opinions expressed were in favour of granting this Kettle River charter. In fact, the only people I have heard talk the other way were men who were not shippers, but who were doing the old flag business at the bidding of the Canadian Pacific Railway. There is no danger that public opinion will allow the Boundary Creek country to be drained of its wealth for the benefit of the United States cities. The granting of this charter will not relieve the Government or its successors from the obligation of protecting the interests of the people of this country by the imposition of export duties, and as a protectionist and as a Conservative, I say this country's interests can be better protected by the imposition of export duties than by the establishment of a railroad monopoly.

Mr. DAVIN. I wish to say a few words on this matter. There is no doubt that the view just put forward by the hon. member (Mr. Ross Robertson) is the view that, at a superficial glance, will commend itself to nine-tenths of the people who talk or think about a railway, because the sound of competition has an attraction. If we had not