

The Address—Mr. A. F. Macdonald

relation to its disposition of the said pending application.

The board of transport commissioners should consider the question of unjust and discriminatory freight rates, the apportionment of other income of the Canadian Pacific Railway, whether or not the depreciation charges were excessive and the other complaints of the provinces, concurrently with the application for an increase in freight rates. All those matters should be considered at the same time and a decision rendered. The board has failed to deal with the complaints of the various provinces, but the board did not fail to deal, to some extent at any rate, with the application of the railways for increased freight rates. The board granted an 8 per cent increase in freight rates without, at the same time, having dealt with all the objections raised by the provinces and particularly without having dealt with the discriminatory freight rate structure.

In view of all these facts, Mr. Speaker, I would suggest that the Minister of Transport (Mr. Chevrier) delay the coming into effect of the order granting an 8 per cent increase in rates. When the minister was speaking about this matter the other day he seemed rather confused. In one place he said that an order of the board had never been changed by the governor in council except, perhaps, in one instance. At another place in *Hansard* he is reported as having said that the governor in council had no right to interfere with an order of the board of transport commissioners.

I should like to quote section 52 of the Railway Act, which is found in the 1927 statutes.

The governor in council may at any time, in his discretion, either upon petition of any party, person or company interested, or on his own motion, and without any petition or application, vary or rescind any order, decision, rule, or regulation of the board, whether such order or decision is made *inter partes* or otherwise and whether such regulation is general or limited in its scope and application; and any order which the governor in council may make with respect thereto shall be binding upon the board and upon all parties.

This demonstrates that the governor in council has the right and authority to change in any way at any time any order of the board of transport commissioners. Finally, I would plead with the Minister of Transport and with the cabinet, in the light of the facts that have been presented and in consideration that a royal commission is now examining the whole freight rate structure in Canada, to delay the 8 per cent increase until the royal commission has submitted its report, thus assisting the board of transport commissioners to at long last establish a fair and equitable freight rate structure throughout Canada.

Mr. A. F. Macdonald (Edmonton East): May I be permitted, Mr. Speaker, to congratulate you on your elevation to the position of Speaker of this house. As the member for Edmonton East in this parliament, I am greatly honoured but deeply conscious of my responsibility in representing an entirely urban constituency of the city of Edmonton, which is recognized as the most rapidly developing and expanding community, per capita of population, in Canada if not on the North American continent. The prestige of our leader and the record of his government gave good reason to the constituents of Edmonton East to send me here.

I must now pay tribute to the example given to the hon. member for Edmonton West (Mr. Prudham) and to me in the admirable record of the Hon. James A. MacKinnon, now a senator and minister without portfolio. He is held in the highest esteem by all residents of Edmonton and has served that city, his province and Canada with great distinction.

I should like to add my words of congratulation to the hon. member for Nicolet-Yamaska (Mr. Boisvert) and the hon. member for Vancouver South (Mr. Laing), who delivered excellent addresses in moving and seconding the address in reply to the speech from the throne. When I listened to the speech from the throne I recognized that in this session we indeed were going to consider timely and necessary legislation.

Representing as I do an entirely urban riding, I shall be ever mindful of the social security needs of my constituents, the greatest needs at the present time being those outlined with particular reference to housing, pension plans and health measures.

Edmonton, capital city of Alberta and its largest, continues to show phenomenal and steady development of commercial enterprise and industrial activities. Although recent discovery of three major oil fields in the Edmonton area has stimulated the industrial growth of Edmonton to an enormous extent during the past two years, the city has for the past many years shown a steady and consistent growth reflected not only in bank clearings but in great population gains, with huge increases from year to year in building. The spectacular growth of Edmonton is due in large part to its unique geographical location, for not only is it the centre of one of the richest agricultural areas on the continent but it is also surrounded by one of nature's greatest storehouses of valuable natural resources such as natural gas, oil, coal, salt and many others so necessary to modern industry.

I should like to say that in the *Ottawa Citizen* of today, on the financial page, there is