

from the various parts of the Commonwealth sit down together in London, to see what they can freely exchange to their mutual advantage, some system can be devised which may be of benefit to the Dominion of Canada and to the sister nations as well.

Hon. F. B. BLACK: Honourable members it is difficult to extract much juice from a dry orange, and it has been pretty well demonstrated, I think, by the speeches to which we have listened, that it is difficult to get very much meat from the Speech from the Throne. I read the Speech from the Throne with as much interest as I could muster, and also the speeches made in this and the other Chamber by the movers and the seconders of the Address, and, while I enjoyed them all, I was reminded very forcibly of the title of one of Shakespeare's plays—"Much Ado about Nothing."

I am going to follow in the footsteps of my leader and be as brief as possible in what I have to say. The honourable gentleman who moved the Address (Hon. Mr. Horsey) referred to one particular feature of outstanding importance to the Maritime Provinces—the complete carrying out of the recommendations of the Duncan Report. Lest we forget that that report has not been entirely implemented, may I refer to a few of the recommendations yet to be fulfilled? We might almost have inferred from the remarks made by the mover of the Address in this House that so far as the carrying out of the recommendations contained in the report is concerned the Maritime Provinces are satisfied. I want to disabuse his mind of that idea. At the same time, I do not wish to complain. I desire to say that what has been done in carrying out those recommendations has been of very great benefit to the people of the Maritime Provinces.

In his remarks yesterday the honourable gentleman said that some \$3,200,000 had accrued to the Maritime Provinces because of the adjustment of freight rates. I think that is quite correct. Nevertheless, it is well to keep in mind the fact that that money is given to the Maritime Provinces simply in return for money that in previous years had been taken from them. That does not go far enough. It does not restore to those provinces the money that was taken from them on freight rates from 1912 until 1928, when the recommendations under the Duncan Report first came into effect. We do not complain of what has been done, but we want it completed. We want still to keep before the people of Canada the just claims set forth by our people—the obligations under the Confederation pact that have not been carried

Hon. Mr. DANDURAND.

out. We never ask for more than our just dues, and we think that to a large extent we are going to get them when full effect has been given to the recommendations in this report.

But, as I have said before, my reason for speaking to-day is to disabuse the minds of the people outside of the Maritime Provinces of the idea that the report has been implemented to the full. In order to refresh your memory I wish to refer to some of the main features in regard to which the recommendations contained in the report have not yet been fulfilled. It is true that the freight rates were to be reduced 20 per cent between Levis and the East, over what was originally the Intercolonial Railway and additions thereto prior to 1912. It was stated in this House and in another place that that 20 per cent reduction had been carried out. That is not quite a fair statement of the case. If you turn to page 22 of the report you will find the following:

We recommend, therefore, that an immediate reduction of 20 per cent (so that 192 will become approximately 155) be made on all rates charged on traffic which both originates and terminates at stations in the Atlantic Division of the Canadian National Railways (including export and import traffic, by sea, from and to that division), and that the same reduction be also applied to the Atlantic Division proportion of the through rates on all traffic which originates at stations in the Atlantic Division (excluding import traffic by sea), and is destined to points outside the Atlantic Division.

Now, a reduction of 20 per cent was made on the freight that originated in our own provinces, but the reduction does not apply to all exports and imports. I am quite aware that the railway authorities will explain that the reason for this is the existence of certain freight agreements with other railways. We expect that this recommendation will be carried out, and we are anxious that honourable members should not get the impression that this has been done.

There are in connection with interprovincial freight rates certain factors that work decidedly to the disadvantage of the Maritime Provinces. No doubt honourable members will be surprised to know that although the freight rate on a certain article from a point in Ontario to the city of Saint John is about 46 cents a hundred pounds, the rate from the city of Saint John to the identical place in Ontario is about \$1.86 a hundred pounds. That is just another condition that we of the Maritime Provinces expect to have adjusted in order that all parts of the Dominion may receive similar benefits from freight carriers.

The adjustment of freight rates has been of great benefit to the Maritime Provinces, but