

exists. I hope my friend the hon. member for Comox-Alberni (Mr. Gibson) is correct when he says he hopes—and I do not know where he gets his information—that this thing will be levelled out.

Mr. GIBSON (Comox-Alberni): A government source.

Mr. KNIGHT: May I suggest that that promise is one by which the government purchased the acquiescence of our rebellious friends on the other side and whipped them back into line.

Mr. MacINNIS: Where are these rebellious friends on the other side?

Mr. KNIGHT: Oh, they are not rebellious any more.

Mr. MICHAUD: They never were.

Mr. KNIGHT: I am suggesting that the reason they are not rebellious any more is that they have been promised the very thing which the hon. member for Comox-Alberni has just suggested. I hope that is true. If so, the hon. member for Rosetown-Biggar (Mr. Coldwell) will have done a considerable service to this country in bringing the matter before this country and before this house in a way that it will have to be voted on at the present time.

There is one thing that I am glad about in this discussion, and that is that the increased discrimination and the increased freight rates will bring extra attention to the cheaper haul through Churchill and the Hudson bay route. If there was a need before of the cheaper rates of the Hudson bay route and the shorter haul, there will be a greater need now. I draw that to the attention of the minister. It was with a great deal of satisfaction that I noticed the other day that the ocean rate to Churchill had been cut; that is to say, contract ocean freight rates from British ports to Churchill will now be the same as those applying on the Britain to Montreal route. That will be a source of tremendous satisfaction to the people in my district.

Here and now I should like to pay tribute to those men who, for years and years, have devoted their time, energy and, in some cases, their money, to the bringing about of that very end. Particular credit should perhaps go to the Hudson bay route association and to its secretary, a man who now unfortunately is somewhat broken in health, but who has worked hard and long to produce what has now come about. I hope to see trade extended through the Hudson bay route and the port of Churchill. I have reason to believe it

will be extended through the very imposition of these extra rates. This ill wind may blow some good in that direction.

Much has been said here about the freight rates in Ontario and Quebec being favourable, on account of road and water competition. I think this matter of competition by road is something that the railroads must ultimately face. They are facing it now but they are not solving it; they are giving way before it. So we have the discrimination of which we complain. I say that the way to solve that problem is not to have your road haulage in competition with your railroads but to have it supplemental to your rail transportation. I would point out to my Conservative friends on my right that, in the only place in the world I know of where a Conservative government still exists—outside of Ontario—and that is in my native Northern Ireland, in spite of the fact that a Conservative government is in power, there is a perfect example of socialization of the means of transportation. A few years ago their railroads were faced with bankruptcy. The rails were getting rusty on top for want of use. That government did not stick out its Tory chest and say, We refuse to have anything to do with nationalization; that is socialism. On the contrary, they got down to business and put their truckage, their road transportation, and their railroad system on an equal and combined basis. You can now interchange a ticket on the railroad for a ticket on the bus as easily as you can interchange an Ottawa streetcar ticket for a bus ticket. All transport in that country is handled by the government agency; and that is under a Tory government, which apparently is not as Tory as it sounds.

That is a problem which will have to be faced in this country, I think; because everyone who has any sense knows that where you have good roads, a large population and mobility for trucks, the railways cannot possibly compete, because the truck can pull up to the back door of a warehouse and go anywhere, which the train cannot do. The only way the railway has a chance of competing with road transport is over the long haul such as we have, for instance, in northern Ontario.

I might add a word or two about my own city to show how the increase in freight rates affects it and the district it serves. Our geographical position makes us a wholesaling city, from which goods are sent to all the towns contiguous to it. This freight rate increase is a considerable blow to us. Of course it will bring about an increase in the