

The Budget—Mr. Bryce

AFTER RECESS

The house resumed at eight o'clock.

THE BUDGET

ANNUAL FINANCIAL STATEMENT OF THE MINISTER OF FINANCE

The house resumed consideration of the motion of Hon. Douglas Abbott (Minister of Finance) that Mr. Speaker do now leave the chair for the house to go into committee of ways and means, and the amendment thereto of Mr. Rowe, and the amendment to the amendment of Mr. Thatcher.

Mr. Bryce: Mr. Speaker, may I resume where I left off before the dinner recess. Trucking competition in the central provinces has secured lower rates for many people. As I have already said, the provincial governments have boards which supervise the trucking industry, and in most cases railroad rates have been the yardstick which guided them; but I see that the Canadian Pacific Railway is going to take no chances on any competition developing in the prairies. They are right in the trucking business and will most certainly maintain railroad rates, and at the same time no double establish a monopoly in the trucking business in the west.

I hold in my hand a pamphlet published by the Canadian Automobile Transportation Association from which I should like to quote. It reads:

Railway buys truck competitors in western Canada. C.P.R. takes over 2,700 miles of routes from independent truckers. Six independent trucking organizations have been purchased by the Canadian Pacific Railway since December, 1947. These purchases have been consummated by the C.P.R.'s wholly-owned subsidiary, the Canadian Pacific Transport Company.

I should also like to quote from the speech of Mr. John Magee, executive secretary of the Canadian Automobile Transportation Company of Toronto, who spoke at Winnipeg on December 3, 1948. For the benefit of hon. members who may wish to look it up may I say his speech will be found in the December 1948 issue of "Highway News". I shall quote part of his remarks:

You all know that the Canadian Pacific Railway, acting swiftly in a series of purchases which began in September, 1947, has taken over an important segment of the trucking industry in western Canada. The last company acquired was Dench of Canada, one of the biggest long-distance trucking operations in the west with headquarters in Calgary. Following the Dench acquisition (in April, 1948), a breathing spell apparently was necessary to permit digestion of the six highway operations acquired up to this time. There is every indication that once this digestive process has been completed, a new series of trucking purchases will commence.

All of these purchases have been quietly consummated by the least known of the C.P.R.'s wholly owned subsidiaries, Canadian Pacific Transport

when he talked in the house about paint. On paint from Montreal to Vancouver, the freight is \$1.50 per 100 pounds. But if you send it just to Calgary, it is \$1.98 per 100 pounds.

The average rates from prairie points on the shipment of butter in carload lots work out to approximately \$2.47 per 100 pounds to Montreal. But the average rate from stations in Ontario and Quebec to Montreal is about 60 cents per 100 pounds. It can therefore be seen that there is a tremendous difference, although the mileage is decidedly longer.

Let us look at freight rates on carloads of lumber. You can move a carload of lumber west from Megantic, Quebec, a distance of 600 miles, for 24 cents per 100 pounds. But if you try to ship a similar car of lumber from Golden, British Columbia, for a distance 600 miles east, it will cost you 40½ cents per 100 pounds.

I can go on quoting different rates to show the discrimination that exists, but before I go on I should like to say that the rates on livestock, which mean so much to the province from which I come, are also discriminatory. The rates on livestock are as follows:

Distance	Ontario and Quebec		Prairies
	cents	cents	
150 miles	20	22	
200 miles	22	24½	
300 miles	27	30	
500 miles	36	40½	

We must remember that the freight cost on the movement of livestock to our central market at Winnipeg is not the only cost to the producer. The price paid to the producer is the price paid at Toronto or Montreal less the freight to those markets. I believe that confederation originally was meant to be an association of provinces equal in every respect. Confederation in fact has given the provinces political equality, but so far I do not believe that it has given us economic equality; and I think that the railway rate structure is a glaring example of that failure.

Discriminatory rates are really bad and it is up to the western members, no matter to what party they belong, to start a fight for the correction of this injustice to the west, as we are carrying far more than our share of the load.

BUSINESS OF THE HOUSE

Mr. Fournier (Hull): Before you call it six o'clock, Mr. Speaker, may I say that after the hon. member for Selkirk has completed his speech, we intend to move to go into supply this evening.

At six o'clock the house took recess.