

*Supply—Transport*

men representing the board of transport commissioners will stand up here and endeavour to argue that such rates are quite appropriate!

Such was the condition which obtained in 1938. Since that year, as the leader of the opposition pointed out this morning, we have had several horizontal advances, every single one of which aggravated the inequity and inequality by so much more. I should like to commend the leader of the opposition and the leader of the C.C.F. on the fine national point of view they assumed in their speeches this morning. I desire to assume the same national point of view. One of the things that amaze me is that Albertans have had to do so much fighting for the bare right to live. The assumption seems to have been that we did not need to live at all, that somehow or other we drew manna from heaven to supply our needs.

We want it understood that we too are anxious to see Canada become a great nation.

One of the serious difficulties from which we suffer in Canada is the loss of the very finest of our trained youth to the United States. Canadians spend tens of thousands of dollars a year to educate our boys and girls, and then they go to the United States and render service there. I am sure this constant migration over the years has constituted a drain on the Canadian economy. I wonder if there is any member in the house who desires to see that drain continue. If we are going to stop the exodus of youth from Alberta to the United States we must alter the conditions obtaining in the province so that when our splendid Alberta youth grow to maturity they will find the country attractive to live in. Every person who leaves Alberta to go to the United States is a distinct loss to Ontario, Nova Scotia, British Columbia and all the other provinces just as much as he or she is a loss to Alberta. Let us never forget that for one moment. Anything that hurts Alberta hurts all Canada.

I do not wish to spend all my time in criticism. I would much rather point out something that can be done about the situation because obviously a remedy is required. I have three principles that ought to be accepted and implemented by the government immediately, starting today. These principles should constitute an interim policy, something that we can do while we are determining what else to do by way of a long range program. In the first place we should set up a commission consisting of three representatives from each province chosen by the province they represent whose first purpose would be, in conjunction with the

railways and the government in a round table, friendly, brotherly discussion, to determine an equitable freight rate structure for Canada. I do not wish to be sectional. I do not want to say anything that might offend my good friends from Ontario and Quebec because we depend on you for our welfare just as you depend on us. We want to get it into your minds that you depend on us for your market. If we are impoverished by inequities it impoverishes you at the next turn of the road. Let us get that into our minds clearly and fundamentally.

I noticed that most of the Ontario and Quebec members did not seem to be greatly impressed this morning when the hon. member for Rosetown-Biggar pointed out that it cost 26 cents to transport 100 pounds of petroleum a distance of fifty miles from Regina, while to transport the same amount of petroleum for the same distance in Quebec it cost only 10 cents, and in Ontario only 9½ cents. I did not see the reaction of indignation and astonishment which I naturally expected hon. members to display when they contemplated a gross injustice like that being perpetrated on their fellow Canadians in one of the provinces of Canada. That is something that must be changed.

Using that as a point of departure, I want to ask any man from Ontario, Quebec, or any other part of the country if he thinks we can safely commit the setting of freight rates in Alberta to people representing Ontario and Quebec. History has indicated that we cannot safely entrust freight rates to them. There should be representatives of every province in the dominion sitting on the commission while rates are being drafted so that when the rates are agreed upon they are the result of the best brains that can be brought to bear on the problem.

I do not know whether I ought to say what I am about to say because I hesitate to say anything unkind. But if we just knew to what influences present members of the board of transport commissioners owe their appointment, to whose influence they owe their retention on the board, and whose influence governs their actions while members of the board; if those three questions could be answered now, I suspect that the answers would throw a whole lot of light on the freight rate structure of Canada. Let us have representatives from each of the provinces on the commission. Let the commission meet right away and talk the whole thing over just as though we were starting anew in a new land where nothing wrong had been done.

[Mr. Blackmore.]