

differential on grain or other products moving westward. However this bill goes much farther than I think we ought to go in conferring power and responsibilities upon the Board of Railway Commissioners. Take section 2:

The board may consider the question of what should be reasonable compensation under the circumstances, and may establish a rate structure in the interests of trade development and public policy, though such experimental rates may not at the time or of themselves give reasonable compensation to the railway companies.

Surely this parliament cannot hand over to a board of five members, which is really a subdepartment of the Department of Railways, the right to establish a rate structure in the interests of trade development and public policy. The words are very indefinite, and capable of wide interpretation. Such matters can only be dealt with by parliament itself. For instance we might have the Board of Railway Commissioners deciding to establish a rate to develop a certain industry in a certain locality. But we might have a tariff policy, or a financial policy, of an entirely opposite effect. Only that body which has the power of coordinating and weighing these various questions can properly determine and lay down policies in the interests of trade development.

Another reason why I am opposed to this bill is that if we were imposing on the railways of Canada, the privately owned as well as the publicly controlled railway, rates that of themselves admittedly were not paying rates, how long would it be before the Canadian Pacific Railway Company would be coming here and saying: Pay us our deficit? I do not think we could avoid that. While I do not agree that there is real justice as between domestic and export rates going westward from the prairie provinces to Vancouver, and while I have spoken in this house against that disparity, though I was not here to vote on the other bill—I think I was ill when it came up,—I cannot vote to confer upon the Board of Railway Commissioners such powers as are proposed to be given them by this bill.

Mr. THOMAS REID (New Westminster): Mr. Speaker, I would like to make a few remarks in view of what has been said by some previous speakers who have taken part in this debate. Dealing with the remarks of the hon. member for Fraser Valley (Mr. Barber), I am sorry that he substituted personal innuendo for argument. I hope it is not merely to cover the fact that he will not support this bill just because it is intro-

[Mr. D. M. Kennedy.]

duced by me. After such an action I can now understand why British Columbia has long been left out in the cold, especially if that has been the past policy of many of its members.

Mr. BARBER: You have been appointed spokesman for British Columbia, have you?

Mr. REID: Such expressions, in my opinion, lend strength to the cry of the people to-day who say: Away with all parties. That is somewhat to be expected, especially when hon. members instead of reasoned argument will indulge only in personal innuendos. I have been careful to avoid personalities; even to the Minister of Railways (Mr. Manion) I was fairly mild, although in a previous speech he had attacked me. In almost every speech that the hon. member for Fraser Valley has made since I came to this house he has introduced the personal element particularly against myself.

Mr. BARBER: I have only spoken once this session.

Mr. REID: Last session he did just the same thing. But I do not intend to imitate such tactics. I would have been very glad to support any bill on behalf of the people of British Columbia had he seen fit to introduce such a measure. It is regrettable that the hon. member cannot get away from that old political stuff and give fair consideration to a matter that is so vital to the province of British Columbia. I am not interested in the question of who gets the credit. He was so anxious to claim credit for his friends that I wonder why he left out his friend Leon Ladner who has been engaged by the province of British Columbia and paid by them. He was no doubt anxious that both the Minister of Railways and Mr. Leon Ladner get something, the one credit and the other the cash.

Mr. BARBER: What about your friend, Jerry McGeer, who got \$60,000?

Mr. REID: He blames me for looking after the votes of the farmers. Last year he blamed me for looking for the votes of the labour men. I suppose that is his idea of a member who works solely in the interests of his constituency. At any rate I do not know how he gets the votes. Service, Mr. Speaker, should be the only thing that keeps men in public life. I resent very much, however, these personal attacks; they do not add anything to the dignity of the house. I have put forward this bill as well as the bill on freight rates in a straightforward manner and without personalities.