

Mr. SPEAKMAN: Mr. Chairman, after listening to the eloquence of the senior member for Halifax, I am convinced of one thing, that while all wise men come from the east, all men who come from the east are not necessarily wise. The suggestion thrown out by the hon. gentleman that because some members in this corner of the House question the building of this elevator, they are therefore opposed to the use of the port of Halifax, is an erroneous presumption.

Mr. FINN: How can you use it if it is not equipped?

Mr. SPEAKMAN: The question, as has been stated by my colleague from Medicine Hat, is one of transportation. We have made the statement, and I will repeat it, that unless proper transportation adjustments can be made so that grain can be carried to Halifax, the elevator is no good. If these adjustments can be made and the port be profitably used, I think I can speak for all of us in this corner of the House when I say that we are glad to see Canadian ports used. But first and foremost, and all the time, it is a question of transportation.

Mr. COPP: What adjustments does my hon. friend think necessary to be made?

Mr. SPEAKMAN: I will come to that in a moment. When our friend from Halifax points his finger at us and says it is our co-operation that is necessary, he is showing that he is not fully conversant with the conditions governing the transport of grain. In the first place, the men we represent have not the routing of the grain.

Mr. FINN: I meant your co-operation in the House. We will look after the people in the country.

Mr. SPEAKMAN: Precisely. In the second place, as it is a question of transportation, and therefore a matter of governmental policy, it would be much more to the point if the senior member for Halifax would direct his attention to the front benches on his own side of the House, who alone in this House have the right to inaugurate such governmental policy.

I might just say one word more about transportation. It has been a rather remarkable thing to me since I came into this House to hear the members from the Maritime provinces, on the one hand, and on the one subject, stretching forth the hand of co-operation to the shippers and asking them to ship if possible their grain through Maritime ports, and on the other hand, condemning the only agreement we have that would make it possible to ship the great part of the grain eastward at

[Mr. Finn.]

all, because if it were not for the provisions of the Crownsnest pass agreement, which gave us lower rates to the head of the lakes, winter haulage to the eastern ports would be almost impossible, and the great bulk of that grain would be obliged to go over the short haul westward. I have sometimes wondered why they did not have a broader concept of national statesmanship, and a realization that co-operation in transportation matters, which is the crux of the whole situation, must come from both ends. Our low rate on grain east has been the subject of adverse comments in many parts of this House, and particularly by members from the Maritime provinces, and yet were it not for those rates which they condemn as being a special privilege given to the west at the expense of the east, very little of the grain which they anticipate going through the elevator at Halifax would ever go eastward at all during the winter season. We have to keep these things in mind from both ends, and I can assure my hon. friend that if proper arrangements can be made,—and in reply to the Secretary of State, let me say that I am not the man to suggest these arrangements; that is for the government—I am willing to support any reasonable readjustment of transportation costs which will enable us to ship our goods profitably through our own ports. I am willing to support any arrangement to that end, and the Crownsnest pass agreement comes under that head, and if our friends from the Maritime provinces will co-operate with us, and allow us to co-operate with them, to secure the minimum rates both ways to utilize our own ports, we are with them.

Mr. FINN: In reply to my hon. friend's statement regarding the Crownsnest pass agreement, reading the judgment of the Supreme Court of Canada, and reading the judgment of the Chief Railway Commissioner, I gather that the Crownsnest pass rates would be equitable if they applied eastward beyond a point in the province of Quebec, but there they halted, and the Maritime provinces do not enjoy those through rates. It was contended on the part of the Maritimes before the railway commission and before the Supreme Court of Canada that the action of the Canadian Pacific Railway Company in arbitrarily cutting off those rates prevented the Maritime provinces from enjoying the through Crownsnest pass rate eastward the same as westward.

Mr. CAMPBELL: Is it not a fact that from Goderich to Halifax there is a very much lower rate in existence to-day than the Crownsnest pass rate?