

I said I was not going to do as he would like me to do. He asked "Well, why not?" Here are my reasons.

In the first place, I think the senators from Manitoba and British Columbia are unduly nervous about this legislation, and that it will not result in a lowering of or interference with the transcontinental competitive rate. My thought in that regard is this. That rate is set now because the railways are compelled by water-borne and other competition to set it. They cannot make the rate any higher without losing business, and they are not going to do that, as has been proved by their previous action. So if this measure has any effect, it will result in a decrease in freight rates to intermediate points rather than an increase in the transcontinental competitive rates to British Columbia.

My second reason is that I think that the advance of one-third over the rate charged to one of the end stations is a sufficient extra charge to an intermediate station, and I see no reason why we should allow the railroads by any means—either by an appeal to the Board of Railroad Commissioners or any other way—to make a charge for a shorter haul which would exceed by more than one-third the rate for the longer haul.

I am not much of a person to follow authority. As a rule I stand on my own feet and am not much influenced by what others in authority say. Yet, in support of the bill we have a report of a royal commission, and we have the judgment of the government and of the Department of Transport and its experts. Even the committee itself was divided, seven to four, so there is not much opposition to the original section from that source. The Commons passed the bill without having received even a proposal for this amendment. Therefore, the backlog behind the measure is substantial, and those who propose an amendment have the burden of establishing its soundness. I feel that they have not done so, and in consequence I intend to vote in favour of the bill and against the amendment at this time.

Hon. Mr. G. P. Burchill: Honourable senators, I do not intend to say very much, but I do wish to make a few remarks before the vote is taken.

I listened with a great deal of pleasure and interest this afternoon to the many able speeches on this bill and I gained a lot of information. I especially desire to congratulate the senator from Vancouver South (Hon. Mr. Farris) upon his address, and to tell him, a former New Brunswicker, that I am proud of him. I always was proud of him, but I was prouder of him tonight than ever before. My friend can talk as much as he

likes about the qualities of British Columbia, its maritime features and its great natural resources, but I say the greatest asset of that province is the sons and the daughters of the Maritime Provinces who have done so much to develop the resources of British Columbia.

Some Hon. Senators: Hear, hear.

Hon. Mr. Burchill: Although my friend from British Columbia made a very able speech, as the senator from Toronto-Trinity has just said, he convinced me that I should vote against the amendment, and I will tell him why.

The Maritime Freight Rates Act and the Crownsnest Pass agreement are matters of statute, placed above and beyond legal interpretation by brilliant minds such as that of the senator who spoke this afternoon. It seems to me that if the Transport Board, of which he spoke so highly, were confronted by persuasive legal talent such as his in support of the argument on behalf of British Columbia, there might be good reason to fear what would happen to the Prairie Provinces.

Some Hon. Senators: Hear, hear.

Hon. Mr. Farris: Thanks for the bouquet, without the vote!

Amendment 3 was negatived on the following division:—Contents, 15; Non-Contents, 26.

On Amendment 4:

4. Page 7, line 49: after "territory" insert " ; unless the board for good cause otherwise orders ;".

Hon. Mr. Hugessen: Honourable senators, this amendment is similar to the one which has just been voted upon; it would insert at line 49 on page 7 the words that amendment 3 would insert at line 35.

Hon. Mr. Haig: It is the same question. Negatived on the same vote!

The amendment was negatived.

On Amendment 5:

5. Page 8, line 36: after "Act" insert "except section three hundred and thirty-two A,".

Hon. Mr. Hugessen: Honourable senators, this amendment, which is of some importance to the telegraph and telephone companies, received the unanimous approval of the committee.

Hon. Mr. Haig: And also the approval of the solicitors for the department and for the telephone companies.

Hon. Mr. Hugessen: Yes. Honourable senators will observe that the subsection 4 of section 12 provides that the board shall have power over telegraph and telephone tolls in