

some of the lower provinces. And some of the greatest of these railways which have received enormous subsidies of public money and have been given great franchises, are carrying people in the United States for two cents per mile. The Grand Trunk has a large system through the state of Michigan and is carrying people on its lines there for two cents per mile. The Canada Southern, now the Michigan Central, which crosses the western peninsula of Ontario is carrying people through the state of Michigan at the rate of two cents per mile while charging Canadians three cents per mile. The Canadian Pacific and its Wabash connection is doing the very same thing. And the Grand Trunk is also doing it in the state of Michigan. Now, here are four great trunk lines crossing the province of Ontario, all of them having lines in the United States, and they are charging on their Canadian lines three cents a mile, while, on their American lines in the state of New York and the state of Michigan, they are carrying people regularly at two cents per mile. And there is something worse than that. Those American railroads are selling tickets across Canada, making connection at their eastern end and their western end, and they are carrying Americans through Canada for two cents a mile, and the Canadian who sits alongside of them in the car has to pay three cents a mile. Now, that has been going on for years, and apparently there is no cure for it but a parliamentary agitation and the adoption of a maximum passenger rate. I say now that if the Grand Trunk Railway carries people in the state of Michigan for two cents a mile, as they are doing every day on the New York Central or, as it is called, the Michigan Central, in Canada, if it is carrying people for two cents a mile in the States, they ought to be obliged to do the same in Canada. The Grand Trunk are doing it and the Canadian Pacific Railway are doing it. Not only that, but they are doing even worse, they are selling tickets all over the States for people to go to and from New York and Chicago, taking them across Canada, for two cents, and making Canadians who sit alongside of them in the same car pay three cents a mile. Yet these same roads have had subsidies, and are enjoying exemptions in the way of taxation that none of the railroads in the United States have. Every railroad in the United States pays large taxes for every mile of its line, and they pay other taxes through charges that our roads do not have to pay; and yet, with all these subsidies, and with all these exemptions, they discriminate against our own people.

Now, let me point out something else. They have a two-cent rate, as I have said, in the United States in many places, and they have got it in every case by agitation followed by legislation, and in some cases by decisions of the courts, and in other cases

by competition. But the great lever that brought down the rates was specific agitation to that end. In the state of Michigan, where they have now a two-cent rate, the railways opposed it, having organized a powerful lobby in the capital of the state; they stated it would injure the roads, but the legislature passed the law, and the railroads are carrying people and making money out of it at two cents a mile. Let me for a moment show you what they are doing in Michigan in this direction. The other day when I was discussing this question, the hon. member for Hants (Mr. Russell) asked me what information I had upon which to base my statements. I made some general statements, which I said I gathered from various authorities on the subject, and he asked me for more information. Well, in order to supply him with that information, I may say that the management of the newspaper with which I am connected sent one of our young men into the United States to make an investigation, and some interesting letters from him have been published recently in that paper. Let me call attention to what he said about the Michigan railways:

The Grand Trunk's main line through Michigan to Chicago is, in round numbers, 300 miles long. There is not a mile of this road that passengers pay to exceed two cents for travelling over. The moment this line enters Ontario the rate arbitrarily shifts to three cents and the rate is never reduced to two cents throughout the Canadian territory, but when the company passes again into the States to the east, once more the two-cent tariff becomes effective.

The Michigan Central operates a main line in Ontario 229 miles long. Three cents per mile is the regulation local rate; that is, if a farmer desires to travel ten miles or twenty miles or a hundred miles, the rate is on the basis of three cents. The Michigan Central passes into Michigan at Detroit and operates a main line toward Chicago with a mileage of 291 in Michigan. Here the regulation rate is two cents, and the same farmer making the same distance in this state as in Ontario gets the service for one-third less than in the Dominion. When the Michigan Central's train gets through Ontario and crosses into the States again at Niagara Falls, the maximum rate is again applied, and the service is on a two-cent basis.

On the Wabash road it is the same, on the Canadian Pacific Railway it is the same in Michigan, on the Michigan Central it is the same. He also points out how the reduction of rates in Michigan was accomplished; it was only done by agitation in the legislature, and here is an item bearing on that point:

It has been a recurring subject for legislation and debate. Each political party has made this question the slogan of its campaign. The present chief executive, Governor Bliss, came into power much through his known hostility to corporation domination. For more than fifteen years the main lines of the chief railroads operating in Michigan have been forced to conform to the maximum rate of two cents per mile for regular passenger rates.