

of adjustment. I have therefore introduced this Bill to meet these conditions, and in that Bill I have embodied a provision for the appointment of a railway commission. I believe that public opinion calls for the establishment of a commission which will have the power to regulate injustices and grievances of the kind I refer to, and I hope therefore that if this Bill should become law the Government will appoint men on this commission well qualified for the positions, who will be able to carry out any and all parts of this Bill, and be competent to remedy any injustice. In the matter of freight rates on railways a great deal of injustice is being done. I shall not refer to many cases, but I see in the Toronto "News" of March 23rd, that the Toronto people are now making serious complaint against the railway companies. Just to show where great wrong exists, let me point out that, according to this list of discriminations published in the "News," the rate from Montreal to Toronto on first-class freight is 42 cents per 100 pounds, while from Toronto to Montreal the rate is 50 cents per 100 pounds. Thus shipping freight west, the rate is 8 cents per 100 pounds less than what it is going east. The same thing applies to freight from Montreal to Guelph, 381 miles, from which the rates is 48 cents, while from Toronto to Upton, 381 miles, the rate is 62 cents. I could give numbers of instances of this kind to show the injustice that is being done in the matter of freight rates. From Morrisburg to Montreal, 92 miles, the rates on milk is 8 cents per four gallons, while from Alexandria to Montreal, 62 miles, the rate is 11 cents for four gallons, or 3 cents more than it is for the longer distance of 92 miles. The object of this Bill is to have all rates fixed on a reasonable and fair basis, and where injustice of this kind is done to refer the matter to the railway commission which will have power to remedy any such grievances. I have also embodied in this Bill a provision to prevent any preference being given to any particular character of freight or any particular locality. We all know that some shippers at one point may be in with a railway company in such a way that he will get a little cheaper freight and thus be able to injure other shippers in that district, either in the purchase of grain or something of that kind. When anything of the sort is done, any shipper injured will have the right to apply to this railway commission and have his grievance investigated.

I also provide by this measure that the rates of freight shall be posted up, so that any person may know what they are. At present you must go to the agent, and it is difficult at times for him to know exactly what the rates are owing to his having not much shipping perhaps at his particular station and consequently not being thoroughly informed. But if the rates are posted up, any shipper can see for himself what they are at any time. Therefore I believe it is in

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the interests of the public that these rates should be published open to the inspection of the whole public. When a rate is made, it must be published ten days before it goes into force, so that no advantage may be taken of the shippers who are purchasing to ship from that particular point.

I have also embodied a clause to cover cases of accident or injury, which this commission shall also have power to investigate and adjudicate upon. It is a well-known fact that railway companies now take advantage of shippers who are shipping to points where there is no competition. For instance, you can ship from Montreal to Toronto much cheaper than you can ship from Montreal to Cobourg, or from Montreal to Peterborough, or to other points where they have not a competing railway. I have a clause embodied in this Bill according to which a railway may not charge more for the short haul than its rate for the long haul. In other words, whatever rate they might quote from Montreal to Toronto, they could not exceed from Montreal to any intervening point. Then, companies will, at present, carry from Chicago to Montreal for a less rate than they will from Windsor, or London, to Montreal. I do not think that is fair. We now have the Railway Committee of the Privy Council, but it is almost impossible, it would be quite impossible, for that committee to take up all the grievances that exist, and, therefore, I believe it best to appoint a commission that would be engaged almost all the time in looking into these grievances and getting them put right. In the United States they have a law similar to this. It has been in operation for several years, and, so far as I can learn, it has given the very best of satisfaction. In the old country they have a law something similar, or, at least, a law by which grievances can be remedied. Therefore, I think the time has arrived when something of this kind should be brought in in this country. And so I hope that the House will take this Bill seriously into consideration, and, if possible, see that it becomes law during the coming session.

The MINISTER OF RAILWAYS AND CANALS (Mr. Blair). I have not been able to go over this Bill very carefully, but I notice that the hon. gentleman (Mr. Reid) proposes to constitute what he calls an Interprovincial Commerce Commission. He has made some provision in the Bill as to salaries, but I do not observe where the money is to come from that is to pay these gentlemen. Has the hon. gentleman clearly in mind where he gets the money to pay the commission?

Mr. REID. No. They are appointed by the Government as civil servants, and their salaries would be a small item. If this court is going to be in the interest of the public, I certainly think we may leave it to