

INTERCOLONIAL RAILWAY FREIGHT RATES AND TRAINS—Con.

Carvell, F. B. (Carleton, N.B.)—156.

About a year and a half or two years ago I had occasion to bring this matter of railway rates and connections to the attention of the minister.

Fears minister knows only one side of case. Letters quoted, 157-60.

I want to discuss this matter with the minister from two standpoints, first from the standpoint of the company which I represent, for it is a material matter to us, and then from the standpoint of the general public, 160-4.

McKenzie, D. D. (Cape Breton, North and Victoria)—166.

Criticises the management of the Intercolonial Railway, 166.

Michaud, P. (Victoria, N.B.)—165.

I know that as a matter of fact the National Transcontinental is not getting business that it might get on the line from Edmonton to Plaster Rock—165.

Meantime the Transcontinental railway is certainly not living up to its opportunities in the province of New Brunswick. A great traffic is possible in the district through which this railway runs, 166.

INLAND NAVIGATION RATES BILL.

Motion for 2nd reading.—*Mr. Armstrong*, 249.

Armstrong, J. E. (Lambton East)—249.

The transportation problem is one of the most important with which Canada has to deal. We have a vast territory and a small population, 249.

They say that the grain of Canada costs more per ton delivered to the Liverpool market than does the grain of any other country in the world. If that be true, the sooner we adopt the Bill which I have presented to the House and allow the Railway Commission to deal with this question the better it will be for the producers of Canada, 250.

The carrying trade of this country, especially water transportation, is capable of wonderful development; Canada is only at the beginning of the development of her industries, 251.

This Bill simply asks that all other vessels plying between any port or place in Canada to other ports in Canada and handling produce of any kind in Canada shall be considered common carriers and come under the jurisdiction of the Railway Commission—252.

I have received petitions and letters from numerous shippers and manufacturers who feel that they are seriously handicapped by the privileges which are being granted to other shippers and manufacturers in the eastern provinces, and of which they cannot take advantage, 253.

Bennett, W. H. (Simcoe East)—259.

Buffalo Chambers of Commerce report quoted as to freight rates and other statistics given, 259-60.

INLAND NAVIGATION RATES BILL—Con.

Bristol, Edmund (Toronto Centre)—254.

Gives briefly the reason why vesselmen believe this legislation should not pass, 254.

The way the grain will go will depend precisely on what the rate is going to be between Oswego and New York, 255.

Carroll, W. F. (Cape Breton South)—255.

If the situation on the Great Lakes is as grave as it was represented to be by those who opposed this amendment last year, I think we should come to a decision in regard to this Bill only after the most mature consideration, 256.

Hepburn, B. R. (Prince Edward)—257.

Believes Bill, if passed, will cause all sorts of complications, 257.

Maclean, W. F. (York South)—261.

One great principle that must be kept in mind is that water transportation and land transportation ought to be complementary one of the other, 261.

We shall not be able to populate the West and make it a successful farming country unless we control the rates charged on the produce of that country, 262.

Martin, W. M. (Regina)—253.

It is a matter of great importance that our tolls on the Great Lakes should not be too high, and I am sure that if the navigation companies are put under the Railway Commission they will be fairly dealt with, 254.

Schaffner, F. L. (Souris)—258.

If I have any fault to find with this Bill it is that, as I understand it, it does not include ocean freight rates. My opinion is that commissions may come and commissions may go, but the Railway Commission will go on for ever. Why? Because never in the history of this country has any commission given such general satisfaction, 258.

Turriff, J. G. (Assiniboia)—253.

Most members will agree that the Bill is a very necessary one. There is absolutely no reason why the steamship companies should not come under the Board of Railway Commissioners, 253.

INSURANCE COMPANIES—EXTENSION OF TIME.

Motion:

That it is expedient to provide that any insurance company whose power to apply for a license under the provisions of the Insurance Act, 1910, will expire before the end of the next session of Parliament, by filing a notice in prescribed form with the Superintendent of Insurance, and paying a fee of one hundred dollars.—*Mr. Doherty*, 1246.