

monopoly in the distribution trade of the West, but it will have more business than ever before because there will be more trade for everybody. We must not forget that Winnipeg is strategically situated as the Gateway to the West, and there is no doubt that it will maintain its importance in the world of trade.

A great deal of evidence was presented before our committee. Many opinions were expressed, but the most persistent one was that of the chief counsel of the C.P.R. In my opinion the C.P.R. is a well-managed organization of which every Canadian can be proud. When counsel for that company appeared before the committee I suggest that it was his duty to look after the interests of his company, and I think he did that in a most capable fashion. But the main opposition to this legislation came from the C.P.R. counsel, and I almost got the impression that the C.P.R. would be quite satisfied if this bill were emasculated to such an extent that its effect would be completely nullified. I do not say that the representations of the C.P.R. appeared before us in a spirit of selfishness, but I think we should evaluate their presentation as special pleading.

I think I have given all the reasons why I have decided to vote for the legislation as it now stands, but I should like at this time to read from page 247 of the Turgeon Report:

For many years now it has been a recognized factor of Canadian transportation policy that the hardships arising from our necessarily long east-and-west railway haul have been tempered along the way by four great measures of relief: The Maritime Freight Rates Act in the Atlantic Region, the toll-free canals in Central Canada, the competitive transcontinental railway rates at the Pacific Coast, and the Crowsnest Pass rates in the Prairies.

I think that another great factor in the freight rates structure of this country will be the link between Sudbury and Fort William. Somebody said here that only 50 per cent of the railways will be affected by this equalization. Well, equalization is none the less another step forward. We have the Maritime freight rates, Crowsnest Pass freight rates and the transcontinental rates, all beneficial factors in the freight rate structure of Canada, and equalization will be another beneficial factor in that structure.

The minister appeared before our committee and answered questions. He was firmly questioned by counsel and made it clear that the government would like to see the bill put through without serious amendment and given a trial. For that reason, honourable senators, I am supporting the measure as it came to us.

Hon. Mr. Crerar: May I ask my honourable friend a question? After pointing out that the one-and-one-third rate was recommended in the Turgeon Commission's report, he went on to argue that that was one reason why it should be left in the bill.

Hon. Mr. Kinley: One of the reasons, yes.

Hon. Mr. Crerar: I should like to ask him if paragraph (f) of subsection (4) of section 332A was recommended by the Turgeon Commission. That is the paragraph which excepts Maritime freight rates from any of this process of equalization.

Hon. Mr. Kinley: I think you will find that the Turgeon Commission recommended that the Maritime freight rates should be considered, and that they should not be disturbed.

Hon. Mr. Crerar: Will my honourable friend point out where that recommendation is made in the report?

Hon. Mr. Kinley: I am not prepared to do so at the moment, but if my honourable friend will wait until later in the evening I shall show it to him.

Hon. Mr. Crerar: What my honourable friend read a little earlier was from an historical survey that is given in this report.

Hon. Mr. Kinley: I do not want to delay the Senate now, so I shall try to find that for my honourable friend later.

Hon. A. W. Roebuck: Honourable senators, when I was asked prior to the adjournment whether I intended to speak on this amendment, I said I did not. My reasons were that I am not a member of the committee, I did not attend its sittings, no one by the widest stretch of the imagination could ever term me an expert on freight rates, and I am not specially informed on this subject. I would have no desire at all to influence any person else in this matter, and I certainly do not appear tonight as a teacher. But it is very seldom that I cast a silent vote in matters as controversial as this, so just for my own satisfaction, and not with a view to influencing anyone else, I should like to state for the record why I am going to take the action that I intend to take.

I am going to follow the same course that the senator from Queen's-Lunenburg (Hon. Mr. Kinley) said he would follow. But first may I congratulate the senator from Vancouver South (Hon. Mr. Farris), upon the excellent and exceedingly forcible address that he made this afternoon. He apparently swept almost everything away in front of him, but when I met him during the recess