

of freight rates. In any event, on July 1, 1951, tariff 145 was abolished.

On November 18, 1941, the freight assistance policy was instituted and continued during the war years. As a matter of fact, under this policy all freight on feed grain and millfeeds from Calgary or Edmonton to British Columbia points was paid until January 31, 1955. On February 1, 1955, this assistance was reduced to 29¢ per 100 pounds on a basis of Calgary to Vancouver. The rates I have given are from Calgary only, but the average difference between export and domestic rates on feed wheat from Alberta to Vancouver is 46¢ per 100 pounds. In other words, all grain leaving the Prairies and being shipped abroad for export is carried at the rate of 20¢ per 100 pounds, and yet we in British Columbia are now being charged 60¢ per 100 pounds. Of course, against that is the assistance being given to us by the Government.

One thing that leads many provincial representatives astray when they appear before the Board of Transport Commissioners is the misinterpretation of certain sections of the Railway Act. Here is a perfect illustration of how plain words can be misleading to ordinary citizens from all over Canada who read the act. They do not find out what many sections of the legislation mean until they appear before the board.

Incidentally, I am one of those who hold the view that the majority of the members of the board favour the case of the railways rather than that of the public. I recall when we thought that the establishment of a Public Utilities Commission in British Columbia would result in justice being carried out and that the average citizen would have a means of redress. But such was not the case, according to the decisions that have been made there in the past number of years in favour of the companies. I know it will raise the ruffles of some, but I think this accusation also applies to the Board of Transport Commissioners, which is no longer protecting the public. Let me read section 317(1) of the Railway Act and see what honourable senators think about it.

All tolls shall always under substantially similar circumstances and conditions, in respect of all traffic of the same description, and carried in or upon the like kind of cars or conveyances, passing over the same line or route, be charged equally to all persons and at the same rate, whether by weight, mileage or otherwise.

Then section 336(1), which deals with national freight rates policy reads:

It is hereby declared to be the national freight rates policy that, subject to the exceptions specified in subsection (4), every railway company shall, so far as is reasonably possible, in respect of all freight traffic of the same description, and carried

on or upon the like kind of cars or conveyances, passing over all lines or routes of the company in Canada, charge tolls to all persons at the same rate, whether by weight, mileage or otherwise.

I have with me here in the chamber two samples of wheat. I cannot pass them around, but I would like to show honourable members from the Prairie provinces what we in British Columbia are getting for \$3 per 100 pounds for No. 1 and No. 6 grade wheat. These samples come from Alberta wheat pools and are stamped and duly authenticated.

Close to where I live there is an organization known as the Surrey Co-Operative Association, comprised of some 4,000 members, which runs a \$4 million business in feed grain. It buys the grain wherever it can get it at the cheapest price, and most of it comes from the Prairie provinces. I could never understand why in a train load of wheat or feed grain the price charged is 20¢ per 100 pounds on the contents of the first car, and 60¢ per 100 pounds on the contents of the car behind. It is simply a preposterous state of affairs.

Let me illustrate what often happens. Sometimes half the contents of a loaded car, which is transporting wheat for export at a rate of 20¢ per 100 pounds, is sold back to a co-operative which is called upon to pay 60¢ per 100 pounds in freight charges. Not only are the contents of two cars being transported at different freight charges, but half the grain in one car may be earmarked for domestic purposes and the other half for export.

I appeared before the Board of Transport Commissioners in 1933—I admit that was a bad year—but I was able to place before the board certain documents showing that in British Columbia at that time we could purchase Alberta wheat in China and bring it all the way from there to the Fraser Valley at a far cheaper rate than was charged for bringing the same product from Calgary or Edmonton. What an utterly preposterous state of affairs! We have never been able to get redress, and we are still paying through the nose.

The honourable Leader of the Opposition talked about buying feed grain to fatten cattle and then selling the animals in competition with eastern-bred cattle. Well, we have just the same kind of a complaint. We find that on account of costlier feed grain in British Columbia, our cattle are sent to Alberta where they are fattened and finally slaughtered and sent back to Vancouver to be sold as beef. We could get our own beef much cheaper if we could ship the cattle when finished directly to Vancouver.

This is not a one-sided affair; and I am referring to authentic cases. It is no wonder