

Supply—Transport

quite a substantial traffic from a passenger point of view. Recently, as the minister knows, the railways have substantially increased the commutation rates in that area, as well as the rates in other such areas throughout Canada. I should like to mention just a few of the old and new rates, to show the general ratio of increase which has been made applicable right across the board. The rates on twenty-ride tickets have been raised in these cases, for example:

	Old Rate	New Rate
Clarkson to Toronto	\$5.50	\$8.50
Lorne Park to Toronto	5.15	7.50
Port Credit to Toronto	4.50	6.50
Lakeview to Toronto	3.80	6.00
Dixie Road to Toronto	3.45	5.50

The minister will see that these increases are substantial, not only in dollars and cents but in percentage as well. A strong and efficient association has been formed by the commuters, known as the lake shore railroad commuters' association, whose energetic president is Captain Earl Hand, K.C., who is also a constituent of mine. Captain Hand, together with some five hundred others who belong to that association, has been very active and has made representations not only with respect to the increase in rates, which they think are out of line with what might be normally expected, but also with respect to the service the railway is giving, about which they complain bitterly. As one instance they point to the old, wooden, gas-lit coaches used on these trains, on which they say the light is so bad it is hardly possible to read a newspaper. They also tell me that the emergency lighting equipment on some coaches consists of coal-oil lamps. There is no air conditioning, and you can imagine the temperature of these cars last summer after they had been standing in the sun all day, with the passengers boarding them at 5.20 p.m. on their way home. In their own language they indicate that it was practically the same as taking a Turkish bath. From the point of view of safety they point out that in the event of an accident involving these match-box cars in which some 700 passengers are carried a terrible tragedy could result.

I mention this in order to suggest to the minister that the board of transport commissioners deserve a pat on the back for the action they took after representations were made earlier this month. On October 13 the board ordered that the tariffs which were about to be put into effect should be suspended until further notice from the board. I am not going into the whole matter this evening, because, if there is such a principle as *sub judice* with respect to the board of transport commissioners, I might offend that rule if I were to deal with the matter in any

detail during this general discussion. Nevertheless I want to pay tribute to the board for having issued that order and having suspended those increases. I hope they will make a thorough and comprehensive investigation and inquiry, and require the railway to show cause why under present conditions these rates should be increased at all; or, if they must be increased, why those increases should be as drastic as I have indicated.

As I said in the beginning, it is not often I have the opportunity to put in a good word for the board, although I realize that sometimes their task is not pleasant, that sometimes it is subject to criticism which no doubt they at least feel may be unreasonable. This time I want to commend them for their prompt action, and I shall give them even greater commendation later on if they are able to keep these rates where they are at the present time.

Mr. Knight: I suggest that if we go back to item 453 that will open up a general discussion, and those of us who have questions concerning the board of transport commissioners may have to wait a long time to have them answered, so if I may I should like to get one short question in now. It has to do with the control of pipe lines. I understand the board of transport commissioners is the body which will administer the regulations under which pipe-line companies will operate. I am ignorant on the subject, but I should like some comment by the minister upon it. I am aware that the company will be running its pipe lines to its own refineries, but I also understand that there are other refineries on the route of this particular line; and I am wondering whether these other refineries will be able to make use of that pipe line as a common carrier when it is not being used by the company owning it. I would point out that the supplying of oil in the prairie provinces is a seasonal business; and I am hoping that, if this pipe line is to be a public carrier to any extent, the seasonal aspect of the business will be taken into consideration, so that the company will not be allowed to use the pipe line when it is most economical to do so, leaving it for the use of the other refineries when the reverse is the case.

There are dozens of questions in regard to regulation which come to my mind, but I know so little about the matter that I would welcome a general statement, as I imagine other hon. members would, as to the probable set-up, or what may be in the mind of the minister in regard to the control of pipe-line companies as common carriers.

Mr. Chevrier: In connection with the control of pipe lines by the board, I am afraid