

sake of retaining office.

The Government well knew that their action meant that no proper relief could be given to freight rates generally in Canada; that it was impossible to give the grain grower arbitrary benefits of some 17 millions on the basis of last year's movement, and at the same time expect that the Railway Commission could bring down excessive freight rates in Ontario and the rest of the country. Mr. Maclean, the senior member for Halifax, admitted and ~~presented a report~~ to the House, that \$14,000,000. would be taken, but that figure is over and above the reductions put into effect by the railways in December, 1921, and calculated at \$3,000,000. \$17,000,000. is the true difference based on the actual figures of 1921 and on the rates in effect during the crop movement as proved before the Committee.

In the two debates that took place on the subject it was made perfectly clear that excessive rates generally could not get a proper consideration if the arbitrary reduction made by re-enforcing the Crow's Nest Pass agreement took place.

It is necessary to clearly understand just what enforcement the Crow's Nest Pass grain and flour rates meant.

It meant a reduction on the basis of last year's crop and rates of \$17,000,000. in railway revenues.

It meant that the whole of this reduction should be applied to the benefit of the movement ^{eastward} westward to the head of the lakes of grain grown and flour milled in the three prairie provinces. And on the other hand it meant that the dairying interests, the stock interests, of these three provinces, and every business and agricultural