

effect was not appreciable; and if 7 per cent was not appreciable, I think that the rates I have quoted here to-night are far from being appreciable, and the only redress we have, so far as the traffic department of the Canadian National system is concerned, now that these rates are filed, is to go to the Railway Commission. It will be the duty of the governments of Nova Scotia, New Brunswick and Prince Edward Island to do the same as the province of British Columbia did, namely to apply for a hearing before the Railway Commission and obtain redress from them. If we fail to obtain that redress then we will have to appeal to the Governor in Council to see that justice is done Maritime industries. We will expect the same treatment from the government for the industries of the Maritime provinces as was extended to agriculture in the West during these past two years. I believe, Mr. Speaker, that the government will hearken to the fair demands of the provinces by the sea, and, that the Railway Commission will also listen to these demands, and perhaps it will not necessitate an appeal, in the final analysis, to the Governor in Council.

In the Maritime provinces we have been waiting a long while. Over a year ago I suggested to the governments of Nova Scotia, New Brunswick and Prince Edward Island that these three provinces should get together and should pay, if necessary, \$10,000 to \$15,000 a year, during the years in which it will be necessary, to get a first-class railway expert to come to Ottawa, to confer with the Maritime province members, irrespective of party affiliations, and to intelligently advise in order to establish the inequalities existing in the rates from the Maritime provinces to Montreal and to the West and the western rates. In summer this expert should be at Moncton, which is a central point to the three Maritime provinces. In that way I think we could have united and intelligent action, in order to secure the removal of these inequalities. If proper representations were made on the advice of the technical officer, I think the result would be satisfactory. That has not yet been done, Sir, but I would urge that it be done immediately, because there never was a time when united action on the part of the Maritime provinces was more necessary than the present. We are now given the opportunity, by the filing of these rates, to take the matter up, under the Railway Act of Canada, with the Board of Railway Commissioners, and finally with the government if it becomes necessary so to do.

Mr. BAXTER: Do I understand the Board of Railway Commissioners has any jurisdiction over Canadian National rates?

Mr. FINN: Yes, Mr. Speaker, the Board of Railway Commissioners has jurisdiction over the Canadian National Railway rates.

But it has no jurisdiction—and perhaps the hon. member for St. John (Mr. Baxter) was thinking of this—over the question of the building of branch lines and their location. That power is withheld from it and vested directly in the board of management of the Canadian National Railways. The point raised by my hon. friend comes to me more clearly, because it was raised by myself some time ago, and by the hon. Minister of National Defence (Mr. Macdonald), when we were arguing before the Railway Commission two or three years ago that the Intercolonial was not subject to the jurisdiction of the Railway Commission, because it was not under the Railway Act of Canada. The point was that the board of management of the Canadian National system was the board of management of the Intercolonial railway; but the moment the Intercolonial was put within the National Railway system by order in council, then the Railway Act applied, and that railway became subject as to rates, to the Railway Commission either on application or of their own motion. These rates have been filed by the board of management of the Canadian National Railways under the Railway Act with the Railway Commission, and are there to-day.

Mr. BAXTER: They have been filed?

Mr. FINN: Yes, and the railway is subject to the Railway Commission of Canada. Now, Mr. Speaker, a question was asked in this House, either on the order paper or verbally, by the hon. ex-Minister of Finance (Sir Henry Drayton), in connection with the cost of operation of the Atlantic region of the Canadian National Railway system, and the central region of that system, and if my memory serves me aright the relationship was 82 to 1.23. The Intercolonial, with its branch lines, as you might call them, in the Maritime provinces up to Rivière du Loup is what is called the Atlantic region, and it was estimated by the technical officers in that branch of the service that it cost \$1.23 to earn \$1.00, and that it only cost 82 cents in the central region to earn \$1.00.

I do not think that the ex-Minister of Finance (Sir Henry Drayton) wanted to be unfair, but it seems to me that his comparison was unfortunate. If he does not know I will tell him that the railway from Rivière du