

*Canadian Pacific Railway*

manufactured by the same company and advertised on the same day. Yet the price was \$369 in Detroit and \$689 in Windsor. I wonder just how long the people of this country are going to stand by and see examples such as that which I have just mentioned. Day after day they see them. I wonder just when they are going to rebel.

That is the great problem we have to face in this country. The price tag is all out of reason. We have to get down to earth. We can manufacture a great deal more cheaply than we are manufacturing at present, but just so long as these industries are subsidized they will still take that amount from the Canadian people without any hesitation.

Hon. members will recall, without my bringing it to their attention, what was found in every case where the Combines Investigation Act was applied and where investigations were made. What do we find? On different occasions I stood up in this house and told about the great monopoly that we had to deal with in so far as the rubber industry was concerned. I brought that matter to the attention of this house on many occasions. To me it was a combine. To me it was a monopoly. When the matter was investigated, what did we find? We found just exactly what I knew would be found. If many more industries in this country were subjected to the same type of examination I am sure the investigators would come up with the same answer. It would be found that the combines and the monopolies are setting the prices, and that the Canadian people are paying through the nose.

In so far as unemployment is concerned, and in so far as overproduction is concerned, the whole problem lies right on their doorstep. It is the price tag and nothing else. When we in this country decide to give the citizens of Canada a break and bring prices more in line with those to the south of us we will find less unemployment and many more happy people.

**Mr. Deputy Speaker:** It being five o'clock, the house will proceed to the consideration of private and public bills.

**PRIVATE BILLS**

## CANADIAN PACIFIC RAILWAY

**Mr. G. J. McIlraith (Ottawa West)** moved the second reading of Bill No. 252, respecting Canadian Pacific Railway Company.

**Mr. Knowles:** Let us have an explanation.

**Mr. McIlraith:** I thank the hon. member for drawing my attention to the fact that he

would like an explanation. I am very happy to give him one. The purpose of the bill is to grant authority to the Canadian Pacific Railway to build a branch line some 15 miles in length from the divisional point at Havelock, Ontario, to Nephton, Ontario. Havelock, as hon. members know, is a divisional point about halfway between Smiths Falls and Toronto on the main line of the C.P.R. Nephton is the site of the operations of American Nepheline Limited, a mining company controlled by Ventures Limited. It employs some 150 persons at the mine at Nephton and the operation involves the production of nepheline syenite, a product described to me as being made from igneous rock somewhat resembling granite in texture, hardness and general appearance.

The product is used in the manufacture of glass and pottery. About 75 per cent of the production is exported to the United States, about 22 or 23 per cent is used in Canada, and the rest is exported to other countries. The product has been transported by truck from the mine to Lakefield, Ontario, a distance of some 24 miles over a secondary road wholly maintained by the company. The branch railway line will enable the company to do away with the truck haul and will be a more economical operation.

The proposed railway line is being financed by the company and the C.P.R. There is no question of public funds being involved in any way. There is an agreement, which can be produced in committee if any members are interested in it, as to the financing of the construction. It is estimated that the construction will cost about \$1,500,000, and it would be the intention, if authority is granted by parliament to construct the line, to start construction immediately the operation can be got under way this spring. It should be wholly completed within about nine months from the start.

Reserves of ore indicated at the present time at the mine, although a survey of the reserves is not complete, would indicate sufficient ore to warrant at least 20 years production out of known reserves.

I do not know that there is much more that I can usefully add. I might say that under the Railway Act the authority of parliament is required before any branch line more than six miles in length can be constructed. If there are other questions hon. members want to ask I shall be glad to get the information for them or arrange to have it provided at the committee stage.

**Mr. Knowles:** I wonder if the hon. member would answer one question. I take it from his explanation that Havelock is the nearest railway point to Nephton at the present time.