

Supply—Transport

hundred. But if you take them off at Edmonton they will cost you \$4.53½ a hundred. Kalsomine can be shipped from eastern Canada to Vancouver for \$1 a hundred; but take it off in Edmonton and you will pay \$1.33½ a hundred. Lard and cooking oil cost \$1 from eastern Canada to Vancouver, but \$1.98 to Edmonton; paints and varnishes, \$1.25 to Vancouver and \$1.98 to Edmonton; shoes, \$2 to Vancouver and \$3.03 to Edmonton; soap, \$1 to Vancouver and \$1.98 to Edmonton; wrought iron pipe, \$0.70 to Vancouver, \$1.98 to Edmonton.

If you were talking to the board of transport commissioners, or to either of the railway companies in Canada, Mr. Chairman, of course they would explain the discrepancy in these freight rates by this reason, that reason and the other reason, and four or five others; but the important fact is that it costs Alberta people the extra amount of money which I have indicated on most commodities because they live in Alberta. Attribute the discrepancy to discrimination, to any cause you desire; the simple fact is that there is injury done to the economy of Alberta, which is an injury to the Dominion of Canada as a whole. And any group of men, board of transport commissioners or managers of the Canadian Pacific Railway or the Canadian National Railways, who cannot see that, need to have something done to their mechanism upstairs. I think there is no doubt about this general statement.

An hon. Member: Carried.

Mr. Blackmore: Yes, I know; you will want it carried even more before we get much further. A lot of this should have been dealt with long ago. It has got worse all the time, until it is generally putrid now.

This statement, "The reduction for class rates is on a higher percentage in eastern Canada than in Alberta, or on movements from eastern Canada to Alberta", I take from a document which I propose to refer to occasionally in the course of my remarks. This document was prepared by the Edmonton chamber of commerce as a submission to the royal commission on dominion-provincial relations in 1938, and dated February 10, 1938. The Edmonton chamber of commerce assert that they had at their disposal some of the most competent experts available in the matter of freight rates, and therefore they are completely confident that everything they say is not only accurate, but moderate and representative. I quoted from page 28 of the submission.

May I turn to the second statement which I make, that our primary producers are inequitably handicapped by freight rates in

Alberta. Barbed wire, of which we use so much in Alberta, can be shipped from Montreal to Vancouver for 75 cents per 100 pounds, but to Edmonton it costs \$1.98; wire fencing, \$1.25 to Vancouver and \$1.98 to Edmonton—all these figures are from Montreal; building paper and roofing, \$1.25 to Vancouver and \$1.98 to Edmonton; iron and steel bars 65 cents to Vancouver and \$1.79 to Edmonton; nails, \$1.50 to Vancouver and \$1.98 to Edmonton; structural steel, bolts and nuts, \$1 to Vancouver and \$1.98 to Edmonton. This gets rather tedious after a while, does it not? Many other hardware items show similar discrimination in the matter of freight rates. Then twine, which we use in all our harvesting operations, \$1.30 to Vancouver—where they do not need it—and \$2.33½ to Edmonton, where they do need it; window glass, \$1 to Vancouver, and \$1.98 to Edmonton; agricultural implements, which we use so generally in Alberta, \$1.25 to Vancouver and \$1.79 to Edmonton; galvanized or plain steel sheets, 60 cents to Vancouver and \$1.44 to Edmonton. These figures can be found in the submission from which I am quoting, page 31.

All that is necessary is a very casual look at the list to satisfy any fair-minded person that something is most radically wrong in the building up of the freight rate structure in Canada, so far as Alberta is concerned. I am not arguing that any particular discrimination has been shown in favour of British Columbia. I believe that British Columbia is paying quite as much for freight rates as she needs to pay. But imagine what the feeling of British Columbians would be if they lived in Alberta and faced the figures I have just placed on record. As a matter of fact—

Mr. Murray (Cariboo): May I ask the hon. member a question?

Mr. Blackmore: Yes, a hundred of them, one at a time. Speak as loudly as you can so I may hear them.

Mr. Murray (Cariboo): Why not quote the rates, not to Edmonton but to Dawson Creek, or to points up in the Peace river country?

Mr. Blackmore: Some of these days I will come in with a speech prepared to give those freight rates. But I did not come here today with the whole freight rate structure at my disposal.

Mr. Murray (Cariboo): The hon. member's reference to British Columbia being given preference—

Mr. Blackmore: I did not say that British Columbia was being given preference.

Mr. Murray (Cariboo): The most important farming area in British Columbia is the Peace river country contiguous to Dawson Creek.