

SUPPLY—RAILWAY FREIGHT RATES—
Con.

Turriff, J. G.—*Con.*

be remedied—3211. Trusts the Minister of Railways will do something in the near future—3212.

SUPPLY—RAILWAY SITUATION—THE.

Remarks, concluding with a motion—*Mr. W. F. Maclean*—1902.

Borden, Rt. Hon. R. L. (Prime Minister)—1916.

The government propose to employ counsel in the approaching enquiry by the Railway Board into western rates—1916. Extensions of the board's powers in the interest of the people. The C.P.R. ten per cent clause. Regulation of securities—1917. Legislation in the United States. Parliament confided the question of rates and tolls to the board. The motion goes too far—1918. Not quite certain as to the exact interpretation *Mr. Maclean* puts on the principle he desires to have adopted—1919. This resolution designed in effect to amend the Act. Conditions which affect differences of tariff—1920. Asks that the motion be not pressed, but quite willing to afford every opportunity for discussion—1921.

Boyce, A. C. (West Algoma)—1940.

The Railway Commission has given great satisfaction to the corporations and the public—1940. Its importance and force. The Regina rate case. Railway development as a factor in natural development—1941. Is not prepared to offer an opinion on so large a question at the moment. The question of rates—1942. The wisest course to permit the board to settle this question—1943.

Bradbury, Geo. H. (Selkirk)—1939.

Corrects *Mr. McCraney* as to a statement he made—1939.

Foster, Hon. Geo. E. (Minister of Trade and Commerce)—1923.

Did not hear the comparison carried out to demonstrate the difference of cost of carriage in the east and in the west—1923. Would like more figures. An interesting statement but only one line taken. It does not prove the situation—1924.

Maclean, W. F. (South York)—1902.

The Railway Commission and important transportation problems. The territorial incidence of railway tariff—1902. The question of tolls dealt with in sec. 304 of the Railway Act. Equality in railway rates wanted. Cost of construction in the west—1903. Railway service, passenger and telegraph rates in British Columbia. Equality of rates should have extended to the Pacific—1904. The question of operations. As the railway is giving national service there should not be this discrimination—1905. In Canada all our railways have been declared to be for the general advantage

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Maclean, W. F.—*Con.*

of Canada, all have been bonussed. Difference in charges—1906. The man in the west has to pay higher rates because the goods that go to him go farther. Can the farmer get any more there?—1907. Is wanting to see somebody justify this unfair discrimination against people of the west. Proposes to test the House—1908. Statistics of two cent states dealt with. What the people of Canada want is a fixed minimum rate per mile—1909. The C.P.R. has a million dollars in land got from the people, and two millions in other directions. Let parliament say what shall be done with it—1910. There has to be somebody who will regulate the issue of securities by railway corporations—1911. Is the money obtained by the sale of railway securities going to provide railway service or reduction of rates for the people?—1912. The people of this country are absolutely dissatisfied with the railway rates they are paying. Must be an adjustment—1913. The relief to his mind must come from parliament rather than from the Railway Commission. Equality of treatment—1914. Moves his resolution—1915.

McCraney, Geo. E. (Saskatoon)—1934.

The desire the people of the west have to get into the markets of the south. The coming investigation—1934. Unfair treatment by the express companies. His amendment to the C.N.R. Bill in 1907. *Mr. McIntyre's* resolution—1935. The Railway Commission ordered that the rate east of the Rockies should be reduced to 3 cents per mile—1936. Statement of subsidies paid to railways—1937. The subsidy paid to the C.P.R. Why Were these subsidies given?—1938. A statement attributed to *Mr. Bradbury*. The Hudson Bay railway to be built to reduce freight rates—1939. The Railway Commission efficient in its work, but has more work than it can do—1940.

McKay, James (Prince Albert)—1930.

Need of more data for intelligent consideration. A letter from the chairman of the commission. The first complaint—1930. Nothing but right to give the administration a chance of doing justice to the people of the west—1931. Should have data to show what the proper mileage of different companies is in the east and in the west—1932. It is very rarely that you find bodies of this nature taking the initiative. Are we to say there shall be territorial changes?—1933. Should let Railway Commission deal with the question, will vote against the amendment—1934.

Neely, D. B. (Humboldt)—1927.

The west to be congratulated on having *Mr. Maclean* as champion, but he misunderstood their feelings on reciprocity—1927. During the car shortage 1,000 cars of U.S. railways returned empty