

*The Budget—Mr. Finn*

but little to show for that expenditure in the Maritime provinces it may help you to realize our position. All we have to show is the Intercolonial, and the Halifax and Southwestern railway from Halifax to Yarmouth. The province of Nova Scotia put into that road \$6,400 a mile and we never got a dollar of it back when the road was handed over and made a part of the Canadian National system. The same with the railway in Inverness county towards the construction of which contributions were made by the municipalities concerned. The same with the line running down through Richmond county to St. Peters. When, as a Maritime province member for Nova Scotia, I attend the Railway committee and look at the railway map of Canada and see roads that are projected for the future in our Canadian West—almost paralleling in some cases lines already built, so that they will run within a few miles of each other—and when we are willing, in order to promote the development of that country and its future and the prosperity of its people, to share according to population the cost of that railway extension, surely we are not asking too much that any small measure of deficit that may possibly come through the reduction of rates in order to give us what we are entitled and enable us to take our place in the industrial sun of this country should be met, surely we are not asking too much but only that which is our right in all justice, and it must be conceded that we have complained less in a substantial way than any other part of Canada with respect to the vexed question of railway rates.

Now, Sir, the Crowsnest pass agreement went into effect and the result was that the arbitraries in the West are, 25 cents-new and 20 cents-old. That is west of Port Arthur. The fifth class is 12, and the old rate was 10. I want to be fair to the Railway Commission, to the government and to parliament, and to say that the rates west of Port Arthur, and the arbitraries that bore no relation to the local rate, are fair and equitable. They were adjusted and we have no complaint to make on that score. It is only with reference to the arbitraries over Montreal and west and east of Port Arthur and Fort William that we complain. Under the Crowsnest pass agreement it was estimated by the Railway Commission that the reduction in railway rates was equal to 30 per cent. Under that agreement these rates only apply to traffic moving from west to east because when the agreement was entered into there was no Panama canal, there was no movement of eastern grain—that is from the eastern boundary of Alberta—westward to Vancouver and down through the Panama

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canal to the markets of the world. But immediately that route was opened up the western farmer, the grain grower, the boards of trade, and the provincial governments made representations to the federal government and to the Railway Commission and as a result in July, 1922, the rate on western bound traffic that did not come under the Crowsnest pass agreement as to grain and grain products was decreased 20 per cent. An appeal was taken to the Governor in Council. That appeal was sent back to the Railway Commission, and on the 10th October, 1923, a further reduction on western bound traffic was made of 10 per cent. To-day traffic moving west of Fort William and Port Arthur to the port of Vancouver over the Canadian Pacific Railway, and bound through the Panama canal enjoys a reduction of 30 per cent while we in the East had to be satisfied with over 100 per cent increase in the arbitrary, and had to be satisfied, until the other day when the National Railways brought down a new schedule of rates, which came into effect on the 14th day of April. There are shown below the 1st and 5th class rates as in effect before and since the recent reduction made effective with respect to rates between Ontario points and the Maritime provinces on April 14th last:

From	To	Classes in cents per 100 lbs			
		Old		New	
		1st	5th	1st	5th
Sydney, N.S.	Montreal, Que.	112	112	61½	55½
	Toronto, Ont.	144	125½	72	63
	Hamilton, Ont.	147½	130	74	65
	London, Ont.	162	144	81½	72
Halifax, N.S.	Windsor, Ont.	169	150½	84½	75½
	Montreal, Que.	108	104	54	52½
	Toronto, Ont.	130	119	65	59½
	Hamilton, Ont.	133	122	66½	61½
	London, Ont.	147½	137	74	68
	Windsor, Ont.	155	144	77½	72

The following are the distances between Winnipeg and tidewater via the Canadian National and Canadian Pacific Railways.

Canadian National Railways

Winnipeg-Halifax	1993 miles
Winnipeg-St. John	1830 miles
Winnipeg-Quebec	1352 miles

The above mileages are figured via the shortest route which is over the Transcontinental line.

Canadian National Railways

Winnipeg-Portland via Nakina, Longue lac North Bay, Ottawa and St. Henri	1651 miles.
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Canadian Pacific Railways

Winnipeg-St. John	1884 miles
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I submit that this is not a perceptible reduction, because it was held throughout Canada that the 7 per cent reduction that was made by the Railway Commission after the Crowsnest pass agreement was put into