

Provinces may expect this within a very short time; I expect before the end of the year to see arrangements above referred to in full actual effect.

My hon. friend who represents Royal in the province of New Brunswick went on record as follows:

I am in favour of restoration of Maritime rights in connection with C.N.R. In fact, it is in my platform which I have put before this constituency.

And the present Solicitor General (Mr. McKenzie) also put the case very well in the public press just before the election. He said:

In reply to your telegram asking my opinion on Maritime management of C.N.R. let me state that section 145 B.N.A. contemplates Maritime control of operation and freight rates on Intercolonial under control of competent men in sympathy and touch with local conditions.

I could read statements from other supporters of my right hon. friend pledging themselves to do—what? To have an Order in Council passed—and this is what we ask Mr. Speaker, cancelling this Order in Council which appointed Mr. Hanna and his co-directors, the general managers of the Intercolonial Railway, and providing for the appointment of men who will be in sympathy with our local conditions, and who will attempt to understand the operation of the road.

Mr. CRERAR: Would the hon. member allow me to ask a question?

Mr. MACDONALD (Pictou): All right, my lord.

Mr. CRERAR: I desire to thank my hon. friend for the compliment he has paid me. As a matter of information, will my hon. friend state what advantage would accrue in the operation of a system under his proposals which do not exist at the present time?

Mr. MACDONALD (Pictou): I could begin by telling my hon. friend what disadvantages would be done away with. Probably that is the best way to answer. All that we are asking for is simply what we have had for forty years. Our condition is not the same as that of British Columbia. We are asking simply for the restoration of conditions which existed for forty years under both political parties, who interpreted the Imperial Act along certain lines. Situated as we are at one end of the Dominion, and to a certain extent out of the beaten track of operation of the trunk line railways in Central Canada, more particularly in the summertime, when the whole volume of

trade runs to and from the St. Lawrence, I contend that we should have intelligence and sympathetic management. The conditions of operation to which I refer have been enjoyed by us for forty years. British Columbia never had any such condition as that. There never was any operation along the lines we are asking for. Let me give an illustration. We hear about freight rates. My hon. friend told us that it cost his constituents out west 50 per cent of the value of their oats to carry them down to Port Arthur.

Mr. CRERAR: Not my constituents—further west, from Alberta.

Mr. MACDONALD (Pictou): Let me tell him that to-day, under the existing management, they charge our coal companies in Nova Scotia 60 per cent of the value of the coal to carry it to Montreal. They charge us more to carry coal to Montreal than they charge to carry coal from Lovett, Alberta down to Prince Rupert, although it is a longer distance, and they have to go over the Rockies. That is an illustration.

Mr. CRERAR: My hon. friend proposes that the control of rates should be taken out of the hands of the Railway Commission.

Mr. MACDONALD (Pictou): It has never been in the hands of the Board of Railway Commissioners. That is the situation. I might explain the matter to my hon. friend. The followers of the administration of my right hon. friend (Mr. Meighen) led the people of the Maritime provinces to believe that this railway was under the Railway Commission, and when there was complaint about railways his friends down there always said "This is fixed by the Board of Railway Commissioners, and there is no use kicking. This man Carvell, and his associates are bad men, and they are fixing the rates." That is entirely incorrect. It never was under that board at all. The Minister of Railways under my right hon. friend's administration approved the tariff fixed by Mr. Hanna. That is the way the rates were fixed, and it was in order to clear up the question that we attended the meeting of the board when freight rates were being investigated in the Maritime provinces.

Mr. MEIGHEN: Does the hon. gentleman not know that all those schedules are first approved by the Railway Commission?