

the basic principle which has brought such splendid success to the Hydro-Electric movement in Ontario. If Progressive members from the western part of Ontario—and I know eight or ten of them from that district—want to see at first hand an exemplification of the success of public ownership as applied to railways in our province, let them go over Adam Beck's railway, the London and Port Stanley, owned by the city of London, which was formerly owned by the Pere Marquette and subsequently the Grand Trunk, and finally taken over by the city of London and electrified. Passenger rates have been reduced enormously; freight rates have been brought down to a minimum, and improved facilities afforded in the way of lake services—London and St. Thomas have been placed thus on lake Erie—with lake services to Cleveland, Erie, Pa., and other points on lake Erie. I repeat that that road has been made a splendid success, because it has been administered by Sir Adam Beck on the basis of no politics and entirely from the business point of view. Operate a road in that way; secure an efficient operation equipment and management, and you will have what the Drayton-Acworth report recommends. But if you are to have the doctors of the Canadian Pacific giving advice, then good-bye to public ownership of railways in this country. If that condition is to prevail it would be far better if the railways had not been taken over.

I was somewhat surprised yesterday upon hearing the remarks of the hon. member for Cumberland (Mr. Logan)—and I am glad to see him back in the House, because he is a good friend of mine. He made a very good speech so far as the Maritime provinces are concerned; he knows a great deal about the transportation question. But he did not tell the House all he knows. I say I was surprised, Mr. Speaker, at the stand he took; I do not think his attitude is altogether just and fair in some respects. British Columbia has an equal right to take that stand, and so have the other western provinces. I do not know whether or not it is correct, but some years ago I saw a return which stated that Ontario had contributed about 52 per cent of all taxes of Canada since Confederation. At any rate, Ontario is a very heavily taxed province, and 58 or 60 per cent of all taxes in Ontario are paid by Toronto and the district of Toronto. I saw a return the other day in this connection, relating to the British North America Act

and the bringing of British Columbia, the Western provinces and the Maritime provinces into Confederation. Having regard to the British North America Act there may be something in what the member for Cumberland says, but when the Maritime provinces set up the contention which he makes, it should be remembered that the West, British Columbia in particular, can reasonably do the same. But I hope that they will never make that contention; I hope they will not ask the old provinces of Canada, Ontario and Quebec, to pay for what they are asking in regard to reduced freight and passenger rates, because the old provinces have borne the heat of the day for quite a long time and are already loaded up with a heavy burden of freight rates.

You cannot have faithful and efficient administration of the railways of this country unless solely administered from the commercial aspect, along the line of the Hydro-Electric movement and the Drayton-Acworth report. The railways must be run for the benefit of the whole of Canada; they must be operated on a purely business basis or not at all. The sentiment of the East and of the West, or of the East as against the West, cannot be considered. And in this connection, Mr. Speaker, I think that some of the Western provinces have a good deal to complain of

4 p.m. from the standpoint of government regulation. Government

regulation in this country is not what it should be. It is not here what it is in the United States. I am free to say that good work was done by the Railway Commission through Mr. Blair and Mr. Justice Mabee and Sir Henry Drayton. They were strong administrators of the railways so far as their jurisdiction went and they had the confidence of the people of Canada. But in later days the Railway Commission has not been fulfilling the functions for which it was appointed. There have been four increases in rates—freight, passenger, telephone and express. The municipality of Toronto had to fight practically alone against these increases. We spent nearly \$30,000 in the services of experts to fight the freight increase and the passenger increase; we spent \$30,000 on two fights over telephone and express rate increases. The Railway Commission heard these corporations, and notwithstanding the fact that the war had long been over, and prices were beginning to recede, in the summer of 1920 they allowed these companies an increase of