

Canada for fifty years we have not had one single reduction; we are going on in the same old rut, and unless parliament acts we will be going on in the same way for fifty years to come. There is no means of providing a remedy except by inserting a clause in this Bill making the maximum passenger rate two cents a mile. In order to place the question before the House I propose to move a series of amendments. In the first place I will declare on the broad principle of a two-cent passenger rate. There has been something done in Canada to get a maximum rate of three cents a mile. First of all, let me say that the people's railway in Canada is the most friendly to the people in the matter of transportation. I have here the passenger tariff of the Intercolonial Railway which is to be found in the Orders in Council page 1017, and for 400 miles of its road the Intercolonial Railway is giving a two-cent a mile rate. It starts at three cents, but it grades down and the result is that the government road is carrying the people of Canada for two cents a mile over 400 miles of its extent.

The PRIME MINISTER. That is by Order in Council.

Mr. MACLEAN. Yes, that is the tariff as approved. The people of Manitoba were unable to help themselves until two or three years ago they made an agreement with the Canadian Northern Railway dealing with the whole question of railway charges and here is one clause in that agreement, chapter 39, Ed. VII., clause 10, which settled the whole business :

Commencing when this agreement takes effect the company shall reduce its passenger rates in Manitoba to not exceeding three cents per passenger per mile.

That little clause in the agreement with the Canada Northern Railway set the pace, and the Canadian Pacific Railway came down from four cents a mile and made their rate three cents a mile. In the province of Ontario, and in the province of Quebec, the people are paying in many places almost four cents per mile for their travel. It is time we should put an end to that. Some of the members of the west, for what reason I do not know, stated in this House that they did not want cheap travel in the west and that they were glad to pay four cents a mile. Well, if that be the view of the west it is not the view of the east, and the provision made in Manitoba would seem to indicate that it is not the view in the west either. However, if the people of the west want to pay more money I am quite willing to have the two-cent a mile rate apply only to east of Port Arthur. I do not want to exclude the west, and therefore the first amendment I propose to make is :

That Bill No. 21 be not now read a third time, but that it be referred back to the Committee of the Whole House for the insertion of the following clause in section 263 :—

'The maximum passenger tariff shall not exceed two cents a mile.'

Mr. JABEL ROBINSON (West Elgin). Mr. Speaker, I would like to have said a few words on this question, but the hon. member for East York has exhausted the subject, and I do not think he has left a word to be said that would not be a repetition of something that he has said. But if what he does say is true, the railway companies ought to extend their thanks to him for bringing the motion before the House, because, according to his argument, they would be benefited by adopting the lower rate. I think that is plainly shown every day by the fact that when there are excursion rates many more people travel. The Canadian people have friends living in various parts of the Dominion, whom they are anxious to visit; and if the rate were lower, they would visit them more often than they do. A lower rate would facilitate business. People want to do business in different parts of the Dominion, but the rate being so high prevents them from going. The hon. member for East York referred to the passenger rate war, which I remember very well, between the Grand Trunk and the Canadian Pacific Railway, when they cut the rates in two, and more than in two. The consequence was that the travel became so enormous that the railways could hardly carry the people, and they made a great deal more money. As it is, the trains run on schedule time, and they start whether they have passengers or not, the trainmen have to be there, and they could just as well carry double the number they usually do, and in doing that they would make more money than they do now. Their excursion rates are sometimes as low as a cent a mile, and yet they make more money at these rates than they do at the ordinary rates. The government, I think, would be justified, for the benefit of the railway companies themselves, in inserting a clause in the Bill providing that in the older and more settled portions of the Dominion, at any rate, they shall carry all passengers for two cents a mile. In Great Britain every train is compelled to have a third-class carriage, on which the fare is a penny a mile, and the people of England nearly all travel third class. There are very few second-class travellers. There are some first-class passengers, noblemen; but I have heard of a great many of them who travel third-class. I think we would be wise to do in this country as they have done in Great Britain—compel the railway companies to carry people at two cents a mile.

Mr. C. B. HEYD (South Brant). Mr. Speaker, it is a pity our two friends who have just spoken are not on the Canadian Pacific Railway and Grand Trunk Railway boards. Their experience in railway matters has been so extensive that they would be quite an acquisition to the management. Our friend from East York has apparently