

to the British Columbia Southern, 3,375,000 acres, including the coal fields of Crow's Nest Pass; 1,348,000 acres to the Columbia Western, and over a million dollars to the Kettle Valley Road. All these roads are to-day under the control of the Canadian Pacific Railway Company. What did the Government or the Parliament do to British Columbia in connection with these roads? They were built under provincial charters, so that the province had control of the rates. The province gave them these subsidies and then the Dominion Government steps in, applies to them the declaration of advantage in Canada and takes away practically all the consideration that we have, namely, rate control. Is this the kind of treatment that is going to tend to closer union of the provinces of the Dominion? I want to tell you that it is not. On the contrary, it has created a condition of soreness which is permeating the whole of western Canada -- a keen sense of injustice.

HON. MR. MOTHERWELL: Does it extend to express rates as well?

MR. McGEER: Yes, it applies to all. We are not taking up the matter of the express rates, though; we thought we would take one thing at a time.

THE PRIME MINISTER: In speaking of the railways that were built by the province, did I understand you to say that the province at that time had control over the rates?

HON. MR. OLIVER: Yes, under our Railway Act.

HON. MR. FIELDING: That would be before they were declared to be works for the general advantage of Canada.

THE PRIME MINISTER: And when they were declared to be works for the general advantage of Canada they came under the jurisdiction of the Railway Commission?

HON. MR. OLIVER: Yes.

HON. MR. GRAHAM: As a matter of fact, British Columbia gave a large subsidy to a line which connected up at the Yellowhead Pass -- a line built under provincial charter by Mackenzie and Mann, there being an agreement between the Provincial Government and Mackenzie and Mann that no applications should be made to the Board of Railway Commissioners as to rates. That was a written agreement. It was declared to be a work for the general advantage of Canada and made part of the whole system.

HON. MR. OLIVER: I intend to come to that.

HON. MR. MCKENZIE: Just before you leave that point, the provincial roads you built were, of course, subject to control by the government of British Columbia. When they passed over to the C.P.R., and so on, was that done with the consent of the Legislature or Government of British Columbia?

HON. MR. OLIVER: I cannot tell you that offhand, because I have seen nothing in reference to it.

Hon.