

wise shipping, but of American shipping as well. I do not know just whether the terms of the Shipping Act are yet in force, or wholly in force, under which Canadian shipping was given a chance as against American shipping. We all know that no Canadian boat can travel between two American ports, no matter how it seeks to cover up the coastwise nature of its operations, but all through the years American boats have had the full privilege of competing with our boats in lake transport.

Certainly there is a section of Canada which will insist on the benefits that have always accrued to it by reason of this competition, whether fair or unfair, and it will look with some dubitation upon measures which appear to control a competition the severity of which has been of great advantage. Further, it is one thing to have a regular schedule tariff, approved by the Commission, in respect of freight traffic on our railways, but it is quite another thing to have a tariff applicable to water-borne traffic, because that traffic is a matter of negotiation from hour to hour—almost moment to moment—and depends upon return traffic and many other things besides the cost of carriage.

These considerations will certainly be very much in the mind of the committee during its review of this Bill. I only hope—and I feel sure that most honourable members of the House will hope—that the provisions set out here will work and that something will be done to even up conditions. It may be that in order to give the railways a chance to meet their competitors there will have to be a period of less interference with rail traffic and rail traffic conditions.

As regards motor-vehicle competition, which also is sought to be brought under the Bill, I am entirely in favour of some method of control. It is true that the Bill, in seeking to provide for licensing of vehicles in freight or passenger service and for control of rates and travel conditions in respect of such vehicles, is intended to apply only when they are used interprovincially and upon Dominion highways, that is, highways owned by the Dominion, whether within a province or not. In that sphere the Dominion undoubtedly has jurisdiction, but, as it must keep within its strict constitutional prerogatives, I am very doubtful whether it is going to control motor-vehicle competition effectively. After all, the bulk of motor transportation is intraprovincial, not interprovincial at all, and while intraprovincial traffic remains uncontrolled—as perhaps it must—not much can be accomplished by seeking to control that modest amount of traffic passing from one province

to another or shipped from any province out of Canada. The latter class, too, is clearly under Dominion jurisdiction.

As to air traffic there would not seem to be anything at all in the way of making feasible a measure of supervision from the national standpoint. Air traffic is interprovincial and international, and, if the decision in the Aeronautics case still carries respect in this country—as I earnestly hope it does—is a matter within federal jurisdiction.

I have read the various sections of this Bill and the illuminating introduction given yesterday by the honourable leader opposite. I am prepared to contribute my part fully and vigorously in committee, and I assure this House and the Government that I will do so sympathetically. I have some fears.

Hon. WILLIAM DUFF: Honourable senators, although we were given to understand yesterday that before we met to-day we should have an opportunity of studying this Bill B, which is entitled "An Act to establish a Board of Transport Commissioners for Canada, with authority in respect to transport by railways, ships, aircraft and motor vehicles," I might say that I am not in the advantageous position of the right honourable leader on the other side (Right Hon. Mr. Meighen), who has a copy of the Bill before him, for I have not yet seen a copy. Like my right honourable friend, I am very much interested in this Bill and I should prefer to have an opportunity of studying it before we give it second reading. However, as the honourable leader (Hon. Mr. Dandurand) mentioned last evening, we have a somewhat different procedure here from that in the Chamber which I left a few months ago, with regret.

Some Hon. SENATORS: Hear, hear.

Right Hon. Mr. GRAHAM: No, no.

Hon. Mr. DUFF: I do not want to try to establish a new principle here; so I am quite willing to allow this Bill to go to committee, without protesting against the fact that I have not even seen the measure, so long as it is understood I am not committed to its principle.

After listening yesterday with a great deal of interest to the splendid presentation made by the honourable leader of the Government (Hon. Mr. Dandurand) it seems to me, honourable senators, that this is perhaps one of the most important bills ever brought before Parliament. It is one in which every citizen of Canada is very much interested. In introducing the Bill the honourable leader of the Government said: