

*Railway Act—Mr. Reid*

Edmonton is a little less than 1,242 miles. The distance from Edmonton to Fort William being 1,213 miles at the same cost, namely, 26 cents. The distance from Fort William to Montreal is 997 miles, and the rate is 11 cents for export over the Canadian National, and 30 cents over the Canadian Pacific. As to why there should be the difference between 11 cents and 30 cents in the rates on the two railways I have never been able to find out. From Fort William to Quebec, a distance of 1,142 miles, grain and grain products are being carried for 18-34 cents per one hundred pounds.

I should like to give a complete picture of the whole of Canada in connection with this transportation system. From Fort William to Saint John, a distance of 1,555 miles, the export rate is 30 cents and the domestic rate 52½ cents on grain and grain products. From Fort William to Halifax, a distance of 1,723 miles, the rate is 30 cents for export and 54½ cents for domestic, per hundred pounds.

How do we in British Columbia fare? From Edmonton to Vancouver, a distance of 776 miles, the rate is 20 cents for export. Although the act at present says it is 41½ cents for domestic purposes, I realize that last year we were given a reduction about which I shall speak a little later on. The house should accept the rate of 41½ cents as the correct rate because the present agreement which is now in effect on grain only is extended for one more year.

Mr. MANION: That is for domestic purposes?

Mr. REID: Yes. From Calgary to Vancouver, a distance of 642 miles, the rate is 20 cents for export and 41½ cents for domestic, per one hundred pounds. I should like hon. members to note that the mileage has been reckoned on the Canadian National mileage, although the distance over the Canadian Pacific is 134 miles less. The argument was urged before the railway commission that that fact should not be taken into consideration, and that the rate should be granted on the Canadian National mileage of 776 miles. In that connection I mention that the Canadian Pacific have been picking up considerable extra money, because I understand that one hundred miles represents a day's operation by a train crew, and therefore this railway company saves at least one train crew on this haul as against the number of crews used by the Canadian National Railway.

When the minister or any other hon. member replies I should like him to tell us why

[Mr. Reid.]

it is that when grain leaves Calgary or Edmonton to go east it is just grain, but when it comes west we are told, "Oh yes, that grain for export is at a certain rate, and the other or inferior grain is for domestic purposes, and for it the province of British Columbia will have to pay twice." That, Mr. Speaker, is against all railway practice, because, as must be evident to every hon. member, the lower priced article is generally, if not always, carried at a much lower rate. One could mention coal, for instance, and compare the rate on that commodity with that charged for carrying silk. Coal is carried at a much cheaper rate than silk. But when we come to grain, and especially to that portion of it going to British Columbia from the prairie provinces, we find that the railway companies operate on an entirely different basis because on the lower priced article they charge twice as much as on the higher priced article.

Mr. MANION: May I interrupt the hon. member? If he has the rates before him—and I believe he has—would he give the export rates from Edmonton or Calgary to Montreal, and the corresponding rates to the Pacific coast?

Mr. REID: From Edmonton to Montreal?

Mr. MANION: Yes, if the hon. member has them.

Mr. REID: I believe I have that figure before me. The total distance from Calgary to Halifax is shown to be 3,000 miles, and the rate is 41½ cents.

Mr. MANION: Yes.

Mr. REID: I can give the rate from Fort William to Montreal.

Mr. MANION: I should like to have the rate from Calgary to Montreal or Halifax, and from Calgary to Vancouver.

Mr. REID: I can give the minister the rate from Calgary to Montreal.

Mr. MANION: All right.

Mr. REID: From Calgary to Montreal, a distance of 2,239 miles, the grain is carried for 53½ cents. That is the latest figure I have.

Mr. MANION: And from Calgary to Vancouver it is 20 cents?

Mr. REID: Yes; that is the export rate, of course.

Mr. MANION: I understand that.

Mr. REID: Those are the figures the minister wanted?

Mr. MANION: Yes, thank you.