

Hon. Mr. HARDY: I move to amend subsection 4 of section 8 to read as follows:

Upon the coming into force of this Part, sections three, four and five of the Inland Water Freight Rates Act shall, during such time as this Part is in force, be deemed to be repealed.

And, further, to strike out subsection 5 of this section.

The amendments were agreed to.

Hon. Mr. HARDY: I move to amend section 27 by substituting the following for clause (a) in subsection 2:

That during the period of twelve months next preceding the coming into force of the relevant Part of this Act on, in, or in respect of the Great Lakes or St. Lawrence river, or the part of Canada, or the highway to which the application for a licence relates, the applicant was bona fide engaged in the business of transport, and

The amendment was agreed to.

Hon. Mr. DANDURAND: I would draw attention to a clerical error in the reprinting of the Bill. In subsection 2 of section 11 the words "and not less than two hundred dollars" should be struck out.

Hon. Mr. HARDY: I move that the section be so amended.

The amendment was agreed to.

The Bill as amended was reported, and the amendments were concurred in.

MOTION FOR THIRD READING

The Hon. the SPEAKER: When shall this Bill be read a third time?

Hon. Mr. DANDURAND: Now.

Right Hon. Mr. MEIGHEN: I rise to speak, not on the third reading, but only on the matter of consent, for the Bill cannot be read a third time now without consent. I am prepared to consent, but inasmuch as certain members who have just now expressed a desire to speak on the Bill do not feel that they can be ready to-day, I should like it to be understood that the debate will not be pressed to a conclusion at this sitting, except with the approval of myself, say, as representing those members. I do not desire to stop the debate at all; in fact, I am desirous of its reaching a conclusion as soon as possible; but I think it would hardly be fair to members who feel they cannot be ready to-day to force the debate to a conclusion at this sitting.

Hon. Mr. DANDURAND: I understand from my right honourable friend that there may be members who are ready to speak.

Right Hon. Mr. MEIGHEN: I think so.

Hon. Mr. HARDY.

Hon. Mr. DANDURAND: Then it is understood that anyone can move the adjournment of the debate until to-morrow.

Hon. W. A. GRIESBACH: Honourable members, the ostensible purpose of the Bill before the House is to regulate rates, but its real purpose is to assist the railways of the country in the predicament in which they find themselves. That being so, the question at once arises whether this is the best method of assisting the railways—whether we may properly assist the railways by penalizing other forms of transport.

Hon. Mr. DANDURAND: By—what is the expression?

Right Hon. Mr. GRAHAM: Penalizing.

Hon. Mr. GRIESBACH: Penalizing forms of transport more recently discovered and developed, particularly transport by road and by air. There has always been competition by water, and I think it is a recognized fact that the railways cannot normally compete with that form of transport. Of course, this is a country in which water transport closes down in the winter time, whereas the railways operate the year round.

The question in my mind is whether we have a right to deny the people of our country the benefit which comes from the more recently developed forms of transport. If we had adopted such a policy fifty or sixty years ago we should have barred the railways and confined our people to horse transport. But such a policy was deemed unwise. I think it would be just as unwise now to put a bar upon progress by penalizing the more modern forms of transport. The development of our industries, our national life, is dependent upon the free use of modern forms of transport as they exist, or as they may develop in the future. It is clear that we have to grapple with the question of the policy to be followed with respect to the railways, but as matters stand to-day I know of no better method of improving their situation than the direct subsidy we are giving. Certainly I cannot approve of denying ourselves the use of modern conveniences, or of penalizing them in any way, for the purpose of assisting our railways.

This Bill came before us in a certain form some weeks ago; it was submitted to the Committee on Railways, Telegraphs and Harbours, and as we have it to-day it is an entirely different Bill. We have, for instance, limited the operation of the Bill with respect to aeroplane transport to the traffic which exists between urban centres, we have excluded