

HON. MR. OLIVER: I cannot say just what the Board of Railway Commissioners had in their mind, as I am not familiar with the circumstances. But I do not think that is likely to have been the case, because in 1918 you had a sugar shortage; you were wanting sugar to go overseas. If that was the case; if you were short of sugar to go overseas to France and Belgium, why would you want to extend the territory of Montreal further west?

HON. MR. MURDOCK: I do not say it was right, but that was the consideration that was had in mind.

HON. MR. FIELDING: The case you had in mind, Mr. Oliver, was with reference to the sugar business?

HON. MR. OLIVER: Yes, but we can give illustrations from many other businesses.

MR. McGEER: Canned goods the same.

HON. MR. OLIVER: There is in evidence before the Board of Railway Commissioners the statement of a manufacturer of roofing paper in Victoria who was offered a rate from Victoria to Montreal by way of the Panama canal which would enable him to ship from Victoria to Montreal, re-ship again to Winnipeg and get his goods delivered there cheaper than he could have them transported by rail from Victoria to Winnipeg -- the cheaper by \$9.20 a ton. To ship a carload of fruit from the Okanagan Valley on a down grade all the way to Vancouver we pay freight rates which are one hundred per cent higher than you pay to move a carload of fruit the same distance in the province of Ontario.

Your statute of 1872 recites that the construction of this railway is tending to a closer union of the provinces. What I say to you is that the very thing that Earl Granville had in mind when he spoke of the policy of "each taking care of itself, possibly at the expense of its neighbour", and the "separate and perhaps in some respects rival governments and legislatures", -- the very thing that he apparently thought the union of Canada would obviate is the very thing that is taking place to-day, although union has been consummated and the railways have been built. I ask you, if you lived in the province of British Columbia, would you quietly submit to that?

Just let me recite to you what British Columbia has done in regard to railway construction. She has given 14,550,000 acres of land to the main line of the C.P.R. and 2,110,000 acres to the Dominion Government in aid of 75½ miles of railway on Vancouver Island -- and that 2,110,000 acres on Vancouver Island contained the finest timber to be found anywhere in Canada. It contained the coal fields in the Nanaimo and Wellington districts. It contained the copper areas of Mt. Sicker, it contained fireclay, immense mineral and timber wealth; everything except gold and silver went with that grant -- 2,110,000 acres which the Dominion Government requested from the province of British Columbia in aid of the building of 75½ miles of railway. That line is now owned by the C.P.R. under the name of the Esquimalt and Nanaimo railway. In the Crow's Nest Pass the conditions there is;

to

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