

C 57428

48

At a meeting held in Winnipeg on April 26th, 1921, at which there were present representatives of the Boards of Trade of Brandon, Calgary, Edmonton, Lethbridge, Montreal, Moose Jaw, Regina, Toronto, Vancouver, Winnipeg and the Saskatoon Chamber of Commerce, as well as representatives of the Canadian Manufacturers' Association, there was under discussion the question of a change from the trade list principle in the Classification; and the following Resolution was passed:

10 1. It was decided that in the best interests of both Eastern and Western Canada Rule 2 and the trade lists of the present Classification should be continued and substituted for proposed Rule 10 of the Canadian Freight Classification No. 17.

2. It was also decided that a Classification Committee representing Western Boards of Trade or other business organizations and railways be named to consult with the present Eastern Classification Committee in connection with the provisions of the new Classification.

20 3. It was further the opinion of the meeting that there should be no disturbance at the present time in the present class rate relationships now existing in Eastern and Western Canada as a result of the finding of the Board of Railway Commissioners in the enquiries conducted in the Eastern and Western Rate Cases and Orders issued in relation thereto, and subsequent Orders.

4. The Chairman of this meeting was instructed to submit a copy of this resolution to the Board of Railway Commissioners tomorrow.

30 It may be noted that the Saskatoon Chamber of Commerce dissented from Paragraph 3, and the representative of the Vancouver Board of Trade stated he could not vote in favor of the Resolution but would submit it to his Board of Trade.

40 It thus appears on the records before the Board that in regard to Classification arrangements there are differences of traffic interest between the Prairie Provinces and the territory east of the Great Lakes. It appears that commercial conditions in the West emphasize a preponderating movement of traffic in car-lots and, consequently, any standardization which would effect an increase on the distinctly carload classes would bring about a serious dislocation of business. Here, again, the situation is that differing conditions have brought about different practices and rules, and the rule or practice existing in one section and giving a different treatment is not a necessary measure of discrimination in another section.

W.L. Mackenzie King Papers
Memoranda & Notes

PUBLIC ARCHIVES
ARCHIVES PUBLIQUES
CANADA