

in the constituency by the Liberal-Progressive party. He described as falsehoods statements in the pamphlet referring to his attitude regarding freight rates in Western Canada, and repeated the statement he made at Selkirk on the previous Thursday as to his past and present policy:

I say to the farmers of these plains and to every farmer in Western Canada that no Government of which I am the head will take any steps which will result in raising freight rates, because I know that no raise of rates is necessary.

Freight rates have been the bugbear of Western Canada.

Some Hon. SENATORS: Oh, oh.

Hon. Mr. MULLINS: You may laugh, you Easterners who live in close proximity to transportation. I am talking from experience. I paid thousands of dollars to the Canadian Pacific when it was the only railroad in the Western country. I had the honour of shipping the first train-load of cattle over that road when it was coupled up at Jackfish Bay. I have been in that business since 1890. I have some knowledge of the cost of transportation from Western Canada to the eastern seaboard. I repeat, high freight rates are the bugbear of Western Canada. We thought we had something in our favour when the Hudson Bay Railway was completed, but somebody is blocking that outlet, and we cannot get the route developed to its full capacity, as we should like to see it.

I was a member of the local House in Manitoba in 1901. I have before me the statute under which the only real Government that province ever had did something for the people of Western Canada. The then Government endorsed the bonds of the Canadian Northern when it supplied Manitoba with branch lines. In return the Government secured control of freight rates and brought about a reduction from Brandon and other Manitoba points to the head of the lakes of four cents a hundred pounds. We had a ten-cent rate on wheat. To-day the rates are 20 per cent higher than they were in those days. For the benefit of honourable members I cite section 8 of the contract which forms the schedule to the statute:

In consideration of the guarantee of the said bonds and the assignment of said lease and option, the company hereby agrees that up to the 30th day of June, A.D. 1930, the Lieutenant-Governor in Council shall from time to time fix the rates to be charged or demanded by the company for the carriage of all freight from all points on the company's lines in Manitoba to Port Arthur, and from Port Arthur to all points on the company's lines in Manitoba, and from all points on the company's lines in Manitoba to all other points on said lines in Manitoba. Provided always that, before any rates are so fixed, the company shall be

heard and their interests taken into consideration. The company agrees that it will not at any time after the said rates have been so fixed charge or demand for the carriage of freight between the points aforesaid greater rates than those so fixed by the Lieutenant-Governor in Council.

Now, I ask honourable members who have been in this House for so many years, why did you deprive us of that concession? In 1917 you thought that under a war measure you had a good chance to take it away from us. We had by that agreement secured the privilege, as stated, up to 1930, in return for the mortgage we took on the lines and our endorsement of the bonds of the Canadian Northern Railway Company. We should have retained that privilege up to 1930. After that agreement was signed the farmer in Manitoba was prosperous; he was getting somewhere. We had seventeen years of prosperity, and we were sending down here all kinds of products. You in Eastern Canada cannot get along without a prosperous West. I passed through drought for a number of years when farming a thousand acres of land. I had no rain on that land, and I know what the struggle means. I never saw such a terrible time as Western Canada has gone through in the last six years. We have had grasshopper plagues, drought, rust, and other calamities, but we are coming back. Watch us next year. There is more black land in Manitoba prepared by the settler than you can ever realize. And you cannot discourage him, no matter how hard you hit him. He has the stability that goes with pioneering, and that stability will bring the country back again to prosperity.

As I have said, under the agreement with the Canadian Northern Railway we secured a reduction of four cents a hundred on livestock and other commodities. At that time the Crowsnest Pass rates, which we hear so much about to-day, were not in evidence. No one ever thought of them while the Canadian Northern rates were in effect.

The honourable gentleman from Winnipeg (Hon. Mr. Haig) comes from the city; I am from the country.

Hon. Mr. McMEANS: May I remind the honourable gentleman that I am the senior member from Winnipeg.

Hon. Mr. HAIG: I am the junior member.

Hon. Mr. MULLINS: I should have said the junior member. I am sorry. We in the West have all down the years been asking for a reduction of freight rates. The Winnipeg Free Press has been our champion for lower freight rates from the days of the first editor, Mr. Luxton.