

has been renewed, and as far as I am concerned I have made up my mind that so long as I am a member of parliament I will continue to introduce this bill or until we obtain that for which we have long sought.

I do not intend, Mr. Speaker, to cover all the ground that has been covered during previous presentations of the bill, but there are some salient points with which I should like to deal in an endeavour to clear away many of the misconceptions and erroneous beliefs prevailing among some hon. members at least, because after listening to the arguments of some hon. gentlemen I am of the opinion that they are not exactly clear as to the position of British Columbia and as to what that province requests. Let me say right here that we are not asking for any special privilege, nor am I asking that this parliament become a rate fixing body. I am asking for equality, and surely no hon. member would deny the same treatment to the people of the province of British Columbia that has been given the people of the other provinces.

First of all, Mr. Speaker, I should like to deal with some of the erroneous ideas held by various hon. members in an endeavour to overcome their misunderstanding with regard to our appeal. I should like to speak for a moment as to the costs of construction, because in the past these appeals have been met with the argument that this differential exists because of the mountain differential, and perhaps many hon. members think of traffic to British Columbia as climbing up the mountains from this side and going down the mountains on the other side. So they believe its costs more to construct a railway to British Columbia and that the cost of maintenance is higher. I should like to quote from the judgment delivered by the board of railway commissioners in September, 1927, in the general freight rates investigation; in the sworn evidence given during that investigation by those who were in a position to know the cost of constructing the railway to British Columbia and the maintenance costs I find some very interesting facts. I am going to take up the time of the house to quote one or two striking examples. The cost of construction from Kamloops to Hope, a distance of 168 miles, was \$133,563 per mile; the cost of constructing the line from Montreal to Ottawa, a distance of 111 miles, was \$178,614 per mile. The cost of construction from Hope to Fraser River Junction, another portion of the railway in the province of British Columbia, covering a distance of 77 miles, was \$51,544 per mile, while the cost of construction from Joliette to Garneau Junction,

a distance of 61.49 miles, was \$62,394 per mile. I could give other illustrations; these are not just picked out as special cases. In the evidence presented at that time many points throughout Canada were referred to, and I could give two or three times this number of examples.

Then with reference to the cost of operation—because I am met also with the argument that it costs more to operate the railways to British Columbia from the prairie provinces than it does in the east—let me read from the testimony at page 142. This evidence was given by experts of the Canadian Pacific. In British Columbia the operating cost in 1925 was \$3,536 per mile, while on the prairie divisions, which many members think are as level as a billiard table, the cost was \$4,702 per mile. So we find the per mile operating costs higher on the prairies than in British Columbia, and if I had time I could name points in the east and throughout the province of Quebec where the operating cost was much greater than the cost in British Columbia.

Then let us consider what they call helper or pusher mileage. In the prairie provinces and throughout eastern Canada there are portions of the railway where two or three engines are required on each train. On the Canadian National line, at least, one engine brings a full train of either freight or passenger cars from Vancouver through the mountains over one of the lowest grades in the dominion. I want to repeat that; this is one of the lowest grades in Canada. It amounts to only one half of one per cent, if my figures are correct, whereas in some parts of the prairies the grade is as high as one and a half or two per cent. That cannot be repeated too often. Not only were the construction costs less and the operating costs lower; the pusher car mileage is less than on the prairies and the grade, especially on the Canadian National, is one of the lowest on any railway in Canada.

Now for a few moments, Mr. Speaker, I should like to examine some of the freight charges throughout Canada in order to see what the province of British Columbia is up against. I do not want to take up too much time but I feel that this information should be placed before parliament in order to present a clear picture to the members of this house, so that they may see for themselves that we have been unjustly dealt with. The distance from Calgary to Fort William is 1,242 miles and the rate is 26 cents per hundred pounds of grain. That rate is for both export and domestic grain. The distance from