

Hon. Mr. EULER: I do not see that the item is incorrect.

Mr. STEWART: No, but it leaves a wrong idea. It says, "They were promised exemption from taxes on land for 20 years after the patents were issued and on stock and other property for ever."

Hon. Mr. EULER: Is that not true?

Mr. STEWART: No. It only applies to the main line of the C.P.R. Now, the Crow's Nest runs through the southern part of Alberta. On that line they pay taxes; they pay taxes on the Calgary and Edmonton line, and they pay taxes on other branch lines; consequently it leaves the wrong impression.

Hon. Mr. EULER: This was taken from a very reliable source.

The CHAIRMAN: My recollection of the C.P.R., in a general way, is this: they have lots of mileage, and they are paying more taxes to the different governments and municipalities than the Canadian National Railways is to-day.

Sir HENRY THORNTON: I think that is true.

Mr. HEAPS: They may be exempt from taxation in a general way, and they may pay very heavy local improvement taxes. I have some little experience in the matter. They are compelled to pay local improvement charges, and the result is where they have more buildings they have to pay the local improvement taxes, and that would account for the heavier rate of taxation as against probably the C.N.R.

Sir HENRY THORNTON: I think, also, I am right in saying this, that the Canadian Pacific Railway pays a substantial income tax, and they they accepted the burden voluntarily. Now, in this taxation discussion, I do not want anyone here, or the public, to draw the conclusion that I am in any way drawing any invidious comparison with the Canadian Pacific Railway in the matter of taxes. I have simply answered the questions that have been put, and certainly I have no intention in any way to criticize or draw any unfair comparison with respect to the taxes paid by the Canadian Pacific Railway. I can say ordinarily, nine times out of ten, anybody who can get out of paying taxes is to be commended, and most people do it.

The CHAIRMAN: I was just going to ask the members of the committee if it would be possible for us to have a meeting this afternoon to get through some of this work.

Hon. Mr. EULER: Hear, hear.

The CHAIRMAN: We can meet for a while at four o'clock and get rid of some of this so we can get upon the budget early next week.

Mr. HACKETT: There is a slight correction to be made at page 56. Perhaps it would be well to take it up at four o'clock.

Whereupon the meeting adjourned until four o'clock p.m.

On resuming at 4 P.M.

The CHAIRMAN: We will call the meeting to order.

Sir HENRY THORNTON: Col. Cantley, Mr. Chairman, asked a question this morning to which we have the answer now, in addition to the stations closed in 1930, which was handed in to the official reporter—how many stations on the Canadian National have been closed in 1931. The answer is fifteen. The stations are as follows: Berry Mills, N.B.; Red Pine, N.B.; Strathlorne, N.S.; Meadowville, N.S.; Ingramport, N.S.; Millstream, Que.; Holland Landing, Ont.; Longwood, Ont.; Mulvihill, Man.; Juanita, Sask.; Bayard, Sask.; Condie, Sask.; Lyalta, Alta.; Stanmore, Alta.; Scollard, Alta.

Col. CANTLEY: Thank you.