

TRANSATLANTIC MAIL SERVICE.

Motion:

For a copy of all correspondence, papers, telegrams, memorials, petitions, etc., and a statement in writing of the substance of oral interviews, negotiations and conversations, by and between the Department of Trade and Commerce, or any department of the government, any Minister of the Crown, or any officers of any department of government, and the Canadian Northern railway, or any of its directors or officers or servants, the officials or managers of the Royal Line of Steamships, any board of trade, person or persons, in connection with the adoption of the Port of St. John, N.B., as the port of call of the mail subsidized transatlantic steamers, Royal George and Royal Edward for the winter season of 1913-14.—Mr. Maclean, 547.

Borden, Rt. Hon. R. L. (Prime Minister)—594.

Facilities provided in way of terminals both at Halifax and St. John have not been adequate in recent years for traffic. Was agreeable to government that terms of contract should be submitted to Board of Railway Commissioners, 594. Do not understand these questions of freight. Think interests of country may be safely left in hands of general manager of Intercolonial railway, 599.

Carvell, F. B. (Carleton, N.B.).

People in Maritime provinces do not understand at present time the true significance of this juggling with business affairs, 582. This country is big enough to justify a broader stand being taken. Refers to a telegram, 583. So far as physical conditions go, there was no reason why boats should not continue to come. Refers to resolution that was passed, 584. Condition of affairs so far as can be seen was satisfactory to all people of St. John. Refers to copy furnished the delegation from St. John, 585-86. We have to analyse agreement to see the unfair treatment accorded Intercolonial railway and city of St. John. Average railway car to-day carries from seventy-five to a hundred people, 586. Means they will bring back empties free of charge. Do not believe they can handle traffic at price put down, 587. Result is St. John is losing business which naturally belongs to it. There is another side to question, 588. Are compelled to haul this freight for less than it costs. While people of St. John were preparing an investigation, it had gone through, 589.

Emmerson, Hon. H. R. (Westmorland)—596.

Think that contract entered into is one of the most outrageous ever entered into, 596. Only have circumstances as a guide to interpretation of change made. Agreement entered into is evidence of that fact, 597. Only have before us the heads of this traffic agreement. Charge the responsibility upon government itself, 598. Agreement involves further the carrying back of these empty cars. It is not too late for them to protest, 599. Many of these

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things are result of this illegal, this improper agreement. They are changing standard rules on Intercolonial for convenience of Canadian Pacific Railway, 600. Their burdens have been added to. Government did not act manfully, but shielded themselves behind an agreement, 601. Present administration of Intercolonial is working havoc with its business, 602.

Macdonald, E. M. (Pictou)—608.

These systems should not be precluded from going to that province, 608. That is the cold English of the situation. When we come to Prime Minister for necessary railway accommodation, he declines to give it, 609. To the question as to what this government should do in regard to winter ports, it is time they stopped their shuffling, 610.

Maclean, A. K. (Halifax)—577.

Various sections of country are interested in promptitude with which transatlantic mails are received and distributed. Speech of Minister of Marine and Fisheries referred to, 578. Considered proposition eminently fair on whole. Public opinion was so hostile in St. John that request was made that Minister of Marine should resign, 579. Was rumoured that negotiations were conducted with Canadian Pacific Railway to induce them to revert to port of St. John instead of Halifax. Am correct in this regard, 580. That company was invulnerable. Interference by government was objectionable in any event, 581. Country was paying \$1,000,000 a year for this transatlantic mail service, 582.

Maclean, W. F. (York South)—602.

Farmers of Canadian West are complaining very much of enormous freight charges on wheat and other products, 602. Believe that when a corporation is treating Canadian public unfairly, then we ought to do business with that company no longer. Have had delegations down here asking for free wheat, 603. If done fairly you can control these things. No profit in it for Canadian farmer, 604. Would like to see Canadian Pacific Railway give Intercolonial reciprocal terms over their line. Think I have presented question in a new way, 605.

Pelletier, Hon. L. P. (Postmaster General)—589.

Question come up in connection with special trains to take mails from Halifax. How could injustice be done to St. John by steamships going there, 590. Statement is contracts have not been changed since signed. Surprised, because it was not fair treatment to people, 591. This was done without the intervention of Government. No undue influence was exercised to bring to Halifax vessels going to St. John, 592. Did not mince matters with them. Advertisement were published some time towards end of September, 593.