

even had a cabinet minister from the Toronto district since 1935. No wonder we are being neglected in the estimates. All we want is equality of treatment in Ontario. We want a fair deal for our province in connection with these expenditures.

The Toronto life-saving crew are on constant call when there are lives to be saved on the waters of Ontario. They get calls from lake Simcoe and the Peterborough lakes district also at times. It is the same all over the province. We want a fair deal in connection with the inland waterways. Not a cent for life-saving is appropriated in the province of Ontario for the whole lake system. In the United States, on the great lakes they are spending money in this connection, but we are not. That is what is called Canadian nationalism. Well, as soon as we have a somewhat different kind of nationalism for the protection of the sailors on the great lakes who suffer so, the better it will be for this country.

Mr. CRUICKSHANK: I am rather embarrassed in speaking at this time because the maritimes have been talking of spending \$40 or \$50 million. With your permission, Mr. Chairman, I want to point out to the maritimers who want to spend some \$40 million or \$50 million—and I am speaking particularly for the benefit of the hon. member for Royal—that a distinguished member from their district, Major Loran Baker, M.C., who represents Shelburne-Yarmouth-Clare—there are three names in that riding—has been selected as a member of the British empire team which will compete against the United States and Cuban teams for the tuna angling championship of the world at Wedgeport. It appears that the maritimers who want to spend \$40 or \$50 million caught a fish down there weighing four and a half pounds. We use that kind for bait in British Columbia.

I have no hesitation in saying that the matter on which I wish to speak is a local one and concerns Fraser Valley. The hon. member for Broadview who preceded me spoke for some time about life-savers. If anybody lives in Toronto they need life-savers; but I do not think, with all the power and all the taxation that this parliament has, anybody could put through enough legislation to save Toronto. I wish to speak about a matter that concerns purely and simply my riding. The only hope I have of getting any help is through the minister. As a private member I cannot do anything about the matter because it concerns the Canadian Pacific Railway Company. I doubt whether any member of the government could do anything with the Canadian Pacific Railway Company; certainly

[Mr. Church.]

a private member cannot. Some fifty years ago in the Fraser valley the Canadian Pacific Railway Company built a railway from the main line to connect their line to the Northern Pacific at Sumas, Washington. At that time they built their right-of-way above the high water mark and claimed and secured from the government exemption from dyke taxation because the railroad was above the high water mark. At that time the farmers of the district built a dyke along the Fraser river above the high water mark. The Canadian Pacific Railway Company in a few years lowered their grade eight feet below the high water mark, but to this day they have never paid a dollar in taxes. This great Canadian Pacific Railway Company have apparently too much to say in the running of all the provinces and in the running of the dominion government and still do not pay a dollar in taxes, claiming and receiving exemption because the right-of-way was built above the high water mark of that day.

As I said, they lowered their right-of-way eight feet below the high water mark of the present time, but still they do not pay a dollar's worth of taxes. I do not know of anything about tolls on bridges, but I have heard a lot about it tonight. This company built a bridge which we are allowed to assess at only \$100,000. The bridge cost less than half a million dollars to build some thirty or forty years ago. For municipal taxation purposes we are allowed to assess it only at \$100,000, but they secure from the provincial government alone a revenue of over \$600 a month. Then they secure revenue from the telephone and international telegraph companies as well, but we are not allowed to do anything about the matter. I quite realize that, as a private member, I cannot do anything about it, and I doubt whether the minister can; but it is his duty to endeavour to do something about it.

I have read some of the history of the great Canadian Pacific Railway Company. You cannot read anything funnier than the history of this company which you can get from the library. If you want to get a book that you would not want your wife to see you reading, get a history of the builders of the Canadian Pacific railway. It is a lot worse than a book you would hide under the mattress, I can assure you, Mr. Chairman. These people can get away with this and pay no taxes to the municipality. This branch railway is the highest revenue producing railroad in the Dominion of Canada, and for the last ten years they have not paid one dollar's worth of dyke taxes on this railroad. I think it is time the minister took the matter into con-