

*The Budget—Mr. Bryce*

Company. They enabled the C.P.R. in the short space of eight months, to snuff out competition on 2,100 miles of trucking routes in western Canada.

With Dench of Canada providing the backbone of the C.P.R.'s highway operations in the west, the railway is now in control of long-distance trucking services commencing at Winnipeg and extending westward, not only through Manitoba but through Saskatchewan, Alberta and British Columbia, as far as Creston on the southern trans-Canada highway. A hundred and fifty miles further along the highway, O.K. Valley Freight Lines—the first highway operation purchased by C.P.R.—commences at Osoyoos and extends westward to Princeton, two hundred and twenty-five miles from Vancouver.

No one should have difficulty in understanding why the trucking industry is so concerned about this problem. At stake is the independence and integrity of an industry competitive with the Canadian railroads. A trucking industry controlled through purchase by the C.P.R., or any other railway, would not be a trucking industry at all—it would merely be a branch line operation of the railroads run on a branch line basis. By buying out motor truck competitors on 2,100 miles of highway, and by its intent to buy out still more of its motor truck competitors, the Canadian Pacific Railway is leading western Canada backward into a new era of transport monopoly.

Further on he says:

Here is how a trucking purchase is consummated, C.P.R. style—and this actually happened here in Manitoba in December of last year. You take one trucking firm with two trucks valued at \$3,167 and owning warehouse property valued at \$390—a total of \$3,557. To that you add payment for goodwill at an additional figure of \$11,443, with a total purchase price of \$15,000. Can you blame the operator for selling the two trucks?

That has always been the way that mighty corporations have followed in blazing their trail to industrial monopoly—big prices to the firms that will sell today and then tomorrow, companies which have retained their independence, can be forced to sell at 50 or 75 cents on the dollar. We have seen it happen in other industries—we would be living in a fool's paradise if we did not act now to prevent it happening in our industry.

I have always thought that our utilities such as telephones, hydro-power plants and other necessary public services, should be provided at cost and I have always advocated that. But when I see the Canadian Pacific Railway, a so-called private enterprise corporation, starting out to establish a monopoly in the trucking industry in western Canada, than I say: if we are to prevent a monopoly, let us have some of the competition that private enterprise calls for and advocates so strongly.

Another matter in connection with the railways that I want to raise my voice about is the changing of the freight rates on purebred livestock going to the fairs. This is a serious blow to the purebred livestock industry. In the time at my disposal I do not think I can do justice to this important matter, but I should like to quote from an editorial by Mr. James Gray, an ex-member of the press gallery and a westerner from Winnipeg. He is the editor of the *Farm and*

[Mr. Bryce.]

*Ranch Review*, and he has this to say, with which I think the farmers in the west will agree. He heads his article:

The railways kill a goose

And goes on to say:

The effect of the recent boost in special livestock freight rates to the fairs is a shattering blow to the purebred livestock industry of western Canada. It will drastically reduce the livestock exhibits at all the provincial fairs immediately. In the long run it cannot help but create great differences in the quality of livestock from area to area.

To show purebred livestock is in itself a losing proposition. The expense of feeding, grooming and transporting stock costs far more than any breeder can hope to win in prize money. But shipment of livestock to interprovincial shows has worked wonders in a general improvement of breeds all across the prairies. Through the years, a substantial trade in purebred stock was developed. Many a farmer went to the fairs with but one idea in mind, to see and compare the best with what he was producing. On the educational level alone the exhibitions were very much worth while.

All this came about as a result of concessions by the railways in freight rates. An exhibitor who could ship 20,000 pounds of prize cattle in one car paid the standard rate for the first move and then half rate for subsequent moves. But the railways have now cancelled this rate and are demanding full freight all around the fair circuit. Here, in tabular form is how the old rate compared with the new, on a shipment of purebred cattle from a farm at Selkirk around the western fairs.

	1947	1948	1950
Selkirk to Brandon .....	\$44	\$54	\$58.32
Brandon to Calgary .....	48	58	123.12
Calgary to Edmonton .....	24	30	64.80
Edmonton to Saskatoon .....	32	40	84.24
Saskatoon to Regina .....	22	28	58.32
Regina to Selkirk .....	free	free	75.60
Total freight .....	\$170	\$210	\$464.40

No industry in western Canada has more to gain from livestock raising than the railways. It is imperative that the special rates for show stock be restored or the plain truth is that livestock shows as we have known them are a thing of the past.

In concluding, Mr. Speaker, there is one other matter in connection with railroad rates or freight rates that western farmers are complaining about, and that is the freight rates on their implements which the railways are now asking—that is, that 6th class freight be charged. The highest rate that has ever been charged for machinery was in 1920 when the rate rose to 92.5 cents per 100 pounds. The recent rise in rates makes the rate \$1.08 per 100 pounds which is 16 per cent higher; and if the railroads get implements into the 6th class rate, the rate will have advanced 42 per cent above the highest it has ever been.

The freight cost to Winnipeg, my nearest town, was 82½ cents per 100 pounds in 1939. After the 21 per cent increase we paid \$1. At the present time, after the 8 per cent increase we are paying \$1.08, and if a change is made to the class 6 rate we will be paying