

My hon. friend blames me now for changing my attitude. This bill I might say, was introduced after the other one was turned down—that was the bill I introduced asking parliament to grant to British Columbia the same freight rates it had granted first in 1897 and again in 1925 on grain and grain products leaving Calgary or Edmonton for points east. That was turned down at the beginning of this session. That being turned down, I then endeavoured to follow the matter up by asking that further powers be granted to the Board of Railway Commissioners, to permit of further appeals to them. It is well known to every hon. member of this house, and particularly to those from British Columbia, that British Columbia has spent thousands of dollars in appeals before the Board of Railway Commissioners. The case has also been before the governor in council not only during the term of office of this government but during the time the Liberal party was in power. Every hon. member knows that British Columbia has failed in those appeals, and we have been told by the board that we cannot hope to succeed by simply quoting the Crow- nest pass rates. It is futile for us to go before that board unless some further powers are granted to it. I was sorry the freight rate bill was turned down, and now it appears this bill is going to be turned down—at least they are blocking its going to committee where it could be properly discussed. I was not making a wild guess at something when I introduced this bill. This is the recommendation embodied in the report of the Duncan commission, which made a thorough investigation into the powers of the Board of Railroad Commissioners and who put it on record that that board had not the power to grant in the national interest any reduction in freight rates, but that it was desirable that they should have that power. That was the recommendation of that commission; it did not emanate from myself.

I notice that the hon. Minister of Railways in his remarks paid particular attention to the second paragraph but ignored the first paragraph entirely. It seems strange that he left that alone; it looks as if there must be some good in that section. He should at least have allowed it to go to committee. But he said that this bill might interfere with the present railway bill. That is one of the things I fear. I fear that when the present railway bill relating to the Canadian Pacific-Canadian National goes into effect, freight rates may be one of the matters to be controlled by the tribunal which is to be set up, and if so the matter will be very serious indeed.

Regarding the arguments made by the hon. member for East Algoma (Mr. Nicholson), they were so childish and simple that I hate to take up the time of the house discussing them. He said this bill was designed to take the control of freight rates away from the Board of Railway Commissioners. What nonsense, Mr. Speaker! Surely no one would advance that argument in all seriousness. It is plain that the hon. member does not know as much about the Board of Railway Commissioners as he does about timber and timber leases.

I should like to see this bill go to the committee, Mr. Speaker, where it could be amended if that was thought necessary. The principle and the details of the bill were recommended by the Duncan commission, who went fully into the whole matter of the powers of the Board of Railway Commissioners. They recommended that such powers be granted to that board. The bill is not mandatory; the board would have all the data before it. No one could go before the board and hope to have an appeal granted because of the fact that he lived in some remote district, and so pleaded for low freight rates.

I should like to have gone more extensively into this question, but it is almost nine o'clock so I will conclude by asking the government even now to allow this measure to get second reading and go to the committee for further discussion and, if necessary, amendment.

The house divided on the motion (Mr. Reid) which was negatived on the following division:

YEAS

Messrs:

Bertrand,	Howden,
Bothwell,	MacInnis,
Bouchard,	Mackenzie
Boulanger,	(Vancouver Centre),
Bradette,	MacLean,
Butcher,	McIntosh,
Denis,	Mitchell,
Deslauriers,	Neill,
Desrochers,	Reid,
Dumaine,	Roberge,
Gershaw,	Rutherford,
Girouard,	Sanderson,
Golding,	Stewart
Goulet,	(West Edmonton),
Hall,	Taylor,
Hanson (Skeena),	Urquhart,
Heaps,	Weir (Macdonald),
Hepburn,	Woodsworth.—34.

NAYS

Messrs:

Anderson (Toronto-	Belec,
High Park),	Bourgeois,
Arsenault,	Bowman,
Baker,	Burns,
Barber,	Bury,