

DOINGS OF THE LEGISLATURE

MONDAY

Saturday March 19, 1910. House met at 11.30. On motion of Hon. Mr. Haszard the House resumed committee to consider the Cold Storage Bill.

HON. MR. HUGHES thought the matter had been fully discussed. He spoke on several subjects in respect to which the province would benefit such as butter, mutton, oysters and other industries. The bill has received the support of the commercial men of the province. He did not think it necessary to prolong the debate.

MR. J. A. MACDONALD said it was felt that the Government had no right to place the proposed company in the advantageous conditions that would result if the bill was passed. He said Cold Storage would be of little use to the country districts. He did not think they should be allowed to work for their own benefit. Farmers were at a disadvantage without cold storage. He said Charlottetown was the central location in the Province, was the proper place for a cold storage plant.

MR. JAMES KENNEDY speaking in connection with a loss sustained in butter in 1909 pointed out that in 1908 butter was marked above its value and dealers greatly overstocked. When the rice fell many dealers suffered from the reverse market and cold storage would not have helped them. He said Cold Storage would not better conditions in the province. He spoke on freight rates and showed the difference in rates to Quebec via Pictou and Pt. Du Chen from Kensington.

HON. MR. McMILLAN spoke of the evolution in farming methods in this Province in the past years. He referred to the claim by Opposite members that there was no money for dealers in handling. HON. MR. HUGHES presented a contract between the Government and the Steam Navigation of some years past and said this would be required again and obtained again.

MR. IRVING said Cold Storage did not treat a monopoly. The establishment of a plant was a necessity, he was in favor of the bill. HON. L. McDONALD spoke on "cold curing" establishments which, he claimed, had in the past enhanced the value of cheese. MR. McKINNON said the farmers were not in the best position to benefit by cold storage system. He said the province was incurring no liability in guaranteeing the bonds. He said this was not right. He said facilities for shipment would be of a great deal more good to farmers than storing facilities. Cold storage must be accompanied by a good cold storage system of transportation. He claimed the matter should be placed before the people of the Province. He said the opinions of Boards of Trade was not sufficient.

HON. L. McDONALD said that for two or three years the factories of the province sent on cheese each month to Charlottetown to be cured by cold storage. This was done for experiment. Farmers would benefit by Cold Storage. He quoted Mr. Ruddick on the question. MR. DOBIE said the discussion was being improperly prolonged. He said the Opposition are not opposed to a system of Cold Storage. He said the Government should have the voice of the people on this question. He said there was not sufficient information before the House on the subject.

Progress was reported and the House adjourned at one o'clock until three o'clock Tuesday afternoon. WEDNESDAY Tuesday, March 22nd, AFTERNOON SESSION. House met at three thirty. HON. MR. HASZARD tabled the information asked for by Mr. McKinnon in respect to the Education Commission. The Trustee Bill and the Summer-side Incorporation Act were read a third time. An Act respecting Government annuities was read a third time and passed on a straight party division. An Act to incorporate the George-

town Temperance Association was read a third time and passed. The House then resumed committee to consider the Cold Storage Bill with Mr. Cox in the chair. MR. DOBIE said care should be exercised in this matter and said the province is not as well fitted now to guarantee \$25,000 in bonds as it was eight years ago. He said the Opposition did not deny that Cold Storage was a splendid thing but the security was not sufficient. He said farmers would not get any increased prices. The people of the country should be considered before the matter.

MR. MATHIESON said the discussion had been protracted and did not think it would be well to prolong it further. He said the Opposition thought the bill defective in many points. The reading of the bill was then proceeded with and some discussion ensued on clause six which provided that the Commissioner of Agriculture should become an ex officio member of the Board of the Company. Mr. Mathieson claimed that only shareholders could take part in deliberations at Board meetings, and would in consequence be of no value.

MR. DOBIE said the clause would bring reflection on the Commissioner should anything unforeseen occur. The Clause was agreed to. Another amending clause moved by Hon. Mr. Haszard respecting the control of rates and tolls was agreed to. It was moved that the report of the committee be adopted. Moved by Mr. Mathieson and seconded by Mr. McNeill that the report of the committee be not adopted but that it be resolved that no system of cold storage will meet the requirements of this province unless it provides for cold storage warehouses as well as in town and Summerside as in George-town and Charlottetown and such other central shipping points as may be necessary in the public interest for a continuous system of cold storage of perishable goods from the place of origin to the place of destination. He said it is unjust and contrary to the public interest that any particular corporation should be given by the Government special advantages not open to all competitors. On being put to the House the latter motion was lost and the original motion carried 15 to 13. The House resumed the discussion on the Transportation Question. HON. MR. HUGHES said the subject was of vital importance and had been a matter of much discussion in the past by Boards of Trade, etc. He said the province has been under a disadvantage in this respect for thirty seven years past and was pleased to see it had been brought before the House and hoped to hear expressions from all members. He quoted rates by rail and steam showing the existing excessive rates. He pointed out that the control of freight rates is in the hands of the Minister of Trade and Commerce. He said the fact was not generally known though it is of much significance. He gave particulars of freight rates and showed the excessive charges being taken by the three haul systems. He spoke of export and local rates prevalent in the other provinces and said the province was entitled to the same privileges and conditions as the other provinces. He said he had been working on the matter for the past fifteen years and that the Board of Trade had also been agitating for improved conditions in the transportation. He thought there should not be a dissenting voice on the question and that the transportation system should be placed under one government control and not three companies. The matter should be dealt with by the Minister of Trade and Commerce. He said the Government should report back on the feasibility of a one management system. The subsidy of \$12,500 now paid to the Steam Navigation Company would be saved if government management prevailed. He said the excessive rates applied to exports as well as imports and quoted an instance when \$4,000 had been lost by the three haul system. He referred to the express rates which were being looked into by a commission at Ottawa sitting in the course of a day or so. He said the P. E. I. R. rates had been most unsatisfactory. He referred to the telegraph service saying a better service with reduced rates was desired and said the matter was being considered. He spoke of the laying of rails along the water front in the city leading to the different wharves. He said this would greatly facilitate shipping direct to Montreal but, although the Board of Trade had agitated this for years and the laying of rails was provided for, the matter was not allowed to proceed. He pointed out a map in respect to the demand for Car Ferry at the Capes. The matter wanted but the sanction of the Senate as it had received the support of the Commons. He said the Boards of Trade and private individuals had done all in their power and thought the Legislature should now act on the matter. He wanted it handled fully by the press so that the public will become acquainted with the full facts. He regretted that the legislature which represented the people had not taken the matter up sooner. He said it is before the House and it should receive serious consideration and advocated a commission to go to Ottawa on the question. He thought the matter was of more importance at the present time than the tunnel itself. He said the winter steamers would run in summer in winter instead of running on minor errands at the expense of the country. The province should be placed on an equal footing with the other provinces. He mentioned a recent shipping of smelts by a citizen who had lost a large sum by neglect of the I. C. R. and later recovered a sum in I. C. R. lawsuit. This amount was unfairly charged up to the P. E. I. R. even though the fault was with the I. C. R. He said the P. E. I. R. was fed-

ing the I. C. R. without any remuneration. He claimed just rights for size 50c. at all dealers. Beware of P. E. I. R. imitations and imitations. By mail asking a great deal and transportation rates should be adjusted. If a ton, Ont.

car ferry will do it let the Government provide it. He would support any Government that would secure the adjudication of this question. He emphasized the importance of the Transportation question and said all members should unite with the one object of obtaining redress for the wrongs now existing. He asked that every member would deal with the matter with the same patriotic spirit leaving out all political feeling. He moved an amendment to Mr. Kennedy's resolution as follows: Amend Resolution by striking out all after the word "whereas" in the first line and substituting the following in lieu thereof: The prosperity of any Country depends in a large measure on its facilities for transportation; And Whereas This Province owing to its natural isolated position suffers a severe handicap in the matter of its trade relations; And Whereas it is desirable that this Province be put on equal footing with the other Provinces of Canada as regards transportation and passenger rates; And Whereas This Province is further handicapped by exorbitant express charges and inferior express service; And Whereas The P. E. Island Railway train arrangements are most unsatisfactory and the Time Tables for the past years have been entirely unsuited to the reasonable requirements of the people. And Whereas Our present telegraph service should be improved and the rates reduced; And Whereas The Government of this Province, the Board of Trade and our Representatives in the Federal Parliament have repeatedly brought these matters to the attention of the Dominion Parliament without obtaining any appreciable redress; Be It Therefore Resolved that a committee of this Legislature be appointed to memorialize the Government of Canada setting forth the various disabilities of our people under existing circumstances, and to insist upon an adjustment of the matters complained of; Further Resolved that copies of the said memorial be forwarded to all the Federal Representatives of the Maritime Provinces with the request that they urge upon the Dominion Government the granting of this Province of the said improvements asked for. MR. COX in rising to second the resolution said that the great trouble with the resolutions from corporations was that they seemed to drop and wither away. He said good transportation facilities were a mark of prosperity. He knew all would agree that this province had not been treated properly since confederation. He recalled the number of promises at that time. He spoke of the deficits of the P. E. I. R. and the facilities provided for. He thought the time had arrived when the future should be provided for. He would agitate the one service system. In speaking of the ferry he expressed himself as favorably impressed with the proposed plan. He agreed that the adjustment of the freight rates was a matter which means much to the Province. He suggested joint action on the part of the Government and the Opposition and thought the amendment could be forced to act. He thought the proposed amendment matters had improved somewhat in the past thirty years. He referred to the necessity of Cold Storage in shipments and spoke of the Railway wharf as an accommodation to shippers. MR. MATHIESON agreed with a great deal that had been said by the two previous speakers. He said the Opposition had always requested joint action when the rights and claims of the province were in consideration. He would have liked to see the resolution moved from his side of the House carried to the amendment as the two were practically the same. He said in 1906 a similar resolution was unanimously passed. The information given by the mover was valuable. He said the members of the Executive were the mouthpiece of the Government. Mr. Mathieson was speaking when the House adjourned at six o'clock to meet again at eight.

EVERNING SESSION. House met at eight-thirty. MR. MATHIESON reported on the debate, said there was no reason why the amendment should be substituted for the original motion of Mr. Kennedy. There were points of difference in the two. He thought the resolution of 1906 should have been acted on. He referred to resolutions proposed regarding school matters which had been acted on in a

deliberatory manner. He strongly protested against the substitution of the amendment for the original motion. In connection with this claim the attitude of the Government must be considered in respect to its past achievements along the same lines. He was specially pleased with the idea of a member of the Government championing the cause of the people of the Province. He quoted some of the expressions of the local press in connection with the existence of provincial claims in which it was claimed that the Province was being unfairly treated and which referred to subsidies, etc. In connection with the winter boats he said it had been suggested that the Province should only be charged with one half of the cost of the six months service of the boats. He did not think the life saving status should be charged to the Province. The steamer L. L. and Petrel were also similarly charged as well as fishing bounties. He also referred to the Souris Fish Drier and other items. In the past the Government had not acted as they presented a committee to the Auditor General's report and showed the difference between the actual report and the report as given credence in the press. He spoke of the railway wharf in this city on which he claimed money had been wasted on a poor job and which was being charged against the people. The provision saying the Government has repeatedly brought the matter now complained of before the Dominion cannot be supported by the present Government. He said the Government had not done its best to remedy the present difficulty. He asked what assurance there was that the proposition would not be attended with results similar to former resolutions. Other provinces, not equally interested, cannot sufficiently aid P. E. Island at the present time. He said the claim for compensation for excessive freight rates had not been pressed. Regarding the P. E. Island Railway deficit he said it should have been lessened by a compensation with freight landing originally on the I. E. R. The cost of landing of freight, especially of meat products, while in transit was a point contained in the original resolution which was being left out of the amendment. This is an important point and should be recognized as such. He would like to know what the Government propose to do when this resolution is passed.

HON. MR. RICHARDS spoke of the importance of the resolution and of the many disadvantages suffered on account of the isolated position of the Province. He explained that no blame for this should be laid at the door of the Liberal Government. Regarding the winter steamers he thought that it would be better if the Government owned the steamers and managed them. He thought the Steam Navigation Company had been misrepresented. He said that the boats are lower than on any other company's steamers in the maritime Provinces if not in Canada. He quoted rates which carried out this company. In addition, he said, the company was seeking a subsidy and special rates. Squeaking of rates, he said, the company was subsidized for the carrying of the mails only. The subsidy is not two-thirds of cost of the commodity as it is now. He said he had averaged about thirteen dollars per trip. He said the Government sold out to the Government. He hoped that the transportation stage of the future would be greatly superior to the present facilities. He imagined the Telegraph Service to be a very good one. In fact he saw little ground for complaint.

MR. McLEAN expressed pleasure on hearing the speech of the member for Charlottetown in the afternoon. He said there was a distinction between a company that controlled the other services in respect to routes. He referred to commodity rates as being in the hands of the I. C. R. He thought a committee would accomplish much. The grievances set out in writing and forwarded to the authorities would be the proper plan. He said the House was not in a position to do more. He said the House was not in a position to do more. He said the House was not in a position to do more.

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