

### Makes Good Impression.

The Kingston member was flattered by the closest of attention given to his speech, equal to that given to any of the Leaders, and by applause from all parts of the Chamber when he sat down.

Mr. Doherty's resolution was as follows: "That this House desires to record its conviction that the continuation of the high freight rates at present in operation is a real burden on the agricultural and industrial life of the Province and is very materially delaying the stabilizing of conditions so necessary to the return of prosperity, and this House therefore strongly urges that action be taken by the Dominion Railway Board at an early date to relieve conditions by bringing about a substantial reduction in the charges for freight transportation."

### Rates Stifle Commerce.

Mr. Doherty, in speaking to his motion, said that freight rates were at all times a considerable factor in business. "At the present time," he said, "I consider the freight rates prevalent in this country are to a considerable extent responsible for the stagnation of industry and for the freezing up of agricultural business in its channels."

After reviewing the history of freight rate increases in the past four years, which, he said, had amounted to an increase of 102 per cent., Mr. Doherty told of the efforts made by the live stock men to obtain a reduction. A reduction of 25 per cent. had been obtained. This reduction had saved the live stock men of Ontario this year in shipment of cattle to Toronto the sum of \$252,000, and to Montreal \$95,000. This did not include the amount shipped to other yards or throughout the Province.

The Minister of Agriculture quoted figures to show that the total amount of freight paid by farmers in 1915, at an average rate of \$1.52 a ton, was \$43,578,400. In 1921 they paid, at an average rate of \$3 a ton the sum of \$103,500,000, an increase of 60 millions.

### Better to Meet Deficits.

Discussing the deficits on railroad being used as an argument against the reduction of rates, Mr. Doherty said that, in his view, the people of Canada should consider very seriously if the imposition of high rates was the proper method of meeting the deficits.

"Might it not be better for the country as a whole to meet the deficits, and let the country get back to business and make the money to pay the deficits?"

The gross earnings of railways in 1918, he said, were 295 millions, and in 1921 they were 402 millions. "I had been said it was a highly desirable thing that the stockholders should get a reasonable return on the money invested in railways. Why should the stockholders in transportation companies be entitled to dividends of any kind when the farmers of the country had lost millions of dollars?" he asked. He knew of no legislation, he concluded, that would so benefit business as a reduction of freight rates.

M. M. MacBride, Brantford, supported the resolution, but wanted to know why the Ontario Government had not been represented in the freight rate hearing at Ottawa in 1920. F. Wellington Hay, who also supported the measure, said he did not understand how any one specific freight rate could be said to apply to the disadvantage of any one industry. It would be disadvantageous to all industries. Why should the live stock industry be singled out? Other industries had also suffered.

### Must Cut Operating Costs.

Mr. Hay said that they must say to the operating men of railways that they, too, must reduce the operating costs. He agreed heartily with the resolution, but he took decided objection, he said, when any one could specify where the rate on freight was directly applicable to any one industry. With active consumption and a good market, the buyer would assume part of it.

W. F. Nickle directed the attention of members to the causes underlying high freights. Dwelling momentarily on each item, he listed them as: short-sighted railway construction policies on the part of statesmen of a past generation; duplication of lines; high wages, made necessary by increased cost of living; and commercial stagnation, not only in Canada, but in the United States and Europe.

### Important to Farmers.

From observations made when inquiring into the situation in the early part of 1921, he was convinced of the importance of reduction in freight rates to the agricultural industry. And, while he was in sympathy with the resolution of the Minister of Agriculture, he said, he would not like the House or the country to think he believed that the passage of this resolution would rectify conditions.

The member for Kingston pointed out also that the condition of the farmers under existing high freight rates was not the only condition to be taken into consideration. "While I should be glad to see a reduction in freight rates come into effect," he said, "yet I would not want to see that reduction brought into effect if it would tend to harm the great army of wage-earners on the railway systems. It would not be fair to harm the great body of railway employees in the hope of benefiting the agricultural class."

### Must Exercise Care.

"The Railway Commission must move along sane and sound lines to secure a gradual reduction of rates until normal conditions again prevail. But in the carrying out of that policy regard must be had not only to the shipper, but to the employee, and to the capital invested in the enterprise, because, if you strike at capital to its annihilation, if you strike at Labor to its discomfiture, if you strike at the shipper—you bring about conditions that are not well from the national point of view."

## Rowell, Denison, Harding Are Paid Over \$34,000

Several questions on the order paper were disposed of at the Legislature yesterday. Hon. Beniah Bowman was the Minister chiefly concerned. He said Shirley Denison, K.C., received \$4,000 for his services as Crown prosecutor in connection with the timber investigation. For expenses he received \$2,598.69. Hon. Newton W. Rowell, K.C., was paid \$3,500 for his services in connection with the Attorney-General's action against the Shevlin-Clarke Company. R. H. Harding's receipts on the Timber Commission were \$2,000; for his services in connection with the Shevlin-Clarke action, \$13,553.19; for other services, \$8,451.59.

## Shows Huge Receipts From Lands and Mines

Answering members' questions in the Legislature yesterday, Hon. Beniah Bowman gave some interesting figures regarding receipts from timber lands since the year 1897. From sale of limits \$14,327,614 had been received; the sum of \$1,902,004 has been paid in ground rates. Stumpage and timber dues totalled \$25,596,684; the amount received from mineral lands came to \$2,737,562; royalties on ore mined totalled \$1,985,349. Lumbermen had paid \$889,199 in fire taxes (since 1917). Prospectors' licenses had brought in \$919,809.