

is said about the shipping combine. Well, Mr. Geoffrion is to come here, with tall black hat, I suppose, umbrella or cane, and white spats, and he is going to tell us in the manner of some of the Englishmen: "Oh, my dear fellow, it is all in the drafting; it is not in the rates." But it is in the rates; it is in the fourly charges that the people of Canada have to pay in connection with shipping.

I can go to history for an example of a cure for an evil like this. Oliver Cromwell three hundred years ago had under his command during the civil war in England a number of hard riding cavalry men. One day one of his fodder sergeants came to him complaining of the prices he had to pay for the hay, straw and oats which he picked up as best he could from among the dealers in England. Cromwell listened to him and said: "Go back to these men and tell them that I want my penny's worth for my penny." Now, the people of Canada who have this grievance against the shipping conference should say to them, "I want my penny's worth for my penny"—and they will get it. But they will have to get it in some better way than by making a proposition to the Petersen Company, and the way to do it is by a consolidation of the Canadian Pacific with the Canadian National, making the two the property of one company, and putting the management under the two presidents and some members associated with the two lines.

Mr. PUTNAM: Would not that be very long delayed?

Mr. MACLEAN (York): No, it could be done in three weeks; this other proposal will take three years, and we will make no headway. Speaking of how an arrangement of this kind could be worked out, I saw a rather prominent citizen of Canada not long ago who had an agreement to draw. He met the other side; they came to see him from New York, and they brought with them several geologists, lawyers and other experts. But this man said, "No; if you want to make an arrangement with me, I will sit down and draft it," and he drafted it on a single sheet of foolscap paper; and the other fellow said, "That is exactly what I want," and they sent home all the lawyers and experts of various kinds who were there to check over the agreement. I believe an agreement could be drafted between these two great railroad companies in very short order, and once the agreement was drawn up, and the property became the property of the people of Canada, after provision had been made for the interests of the shareholders of the Canadian Pacific, there would be no more disputes over that agreement, and no more going to

the courts. We have put off matters year after year; you ought to see the documents that are accumulating. We had brought down to us the other day the judgment of the Supreme Court of Canada in the Crowsnest pass case. Do you think that is going to be settled now? No, the case is going to the Judicial Committee of the Privy Council for settlement, I suppose; and so will this Petersen agreement. But, once we had our own railroads and steamships, and the government took the responsibility of administering them, we could settle all these transportation problems, all these rate and traffic problems right here in parliament. We ought to keep the authority here. We should not have to go to the courts; we should not have to carry all these unnecessary expenses with which the country is now burdened. Not only would there be that advantage, but it would stop all this unnecessary competition, all this waste of money, and we would get a real steamship line, and get it this year.

I say that such an agreement could be closed within six weeks or three months from to-day. I got a card to-day from a prosperity league telling how to build up Canada; they have various proposals, but I say that the one thing that will do more in the way of bringing prosperity in this country will be to stop all this unnecessary competition between the railroads by consolidating these services. Look what you would get, for instance, by the consolidation of the telegraph and express business under one management, instead of two competing all the time for business. The competition may be good, or it may not be; but it is a great waste of money, and we cannot afford it. We must reduce these rates and get some better system. We can spend years from now on in the way we have spent them in the past. The Crowsnest pass agreement, for instance; we have not got anywhere in connection with that yet; there is still a dispute there, and there are disputes in many other directions.

There will be this objection to my proposal, that public ownership is not quite a success these days. I want to answer that, and in doing so I am going to refer to the fact that President Coolidge of the United States, in his inaugural the other day, which I read through very carefully, rather took credit to his administration and to his party that they had got rid of public ownership. Now public ownership as I know it here in Canada has proved itself, and is proving itself, a real success. Who will deny that it is a success with the Canadian National Railways? Who will deny, after the experience we have had in Ontario with public ownership of