

or not. The argument is advanced that transportation on the ocean is higher than it used to be. That is true, but in my estimation it is much more expensive relatively than on land. This is a table I have compiled in re-

gard to butter, cheese, bacon and cattle, showing the pre-war ocean rates for ordinary and refrigerator stowage, the 1924 rates and the proportion and percentage of increase for 1924 as compared with the pre-war rate:

Product	Pre-war 1914		1924		Ordinary		Refrigerator	
	Ordinary	Refrig.	Ordinary	Refrig.	Proportion	Percentage	Proportion	Percentage
	per 100 lbs Cts.	Per 100 lbs Cts.				Increase		
Butter.. ..	37.17	54.17	100	165	1 : 2.69	169%	1 : 3.0	204%
Cheese.. ..	31.5	40.0	70	105	1 : 2.22	122%	1 : 2.6	162%
Bacon.. ..	23.77	35.3	50	100	1 : 2.1	110%	1 : 2.83	183%
Cattle.. ..	\$7.30 each		\$20 each		1 : 2.74	174%		

What are the increases on land? The average increase on land, according to a computation of many articles, is about 30 per cent. Some computators make it more nearly 40 per cent. Supposing we make it 40 per cent, there would still be an increase of 300 per cent more on water than on land. That is to say, the rates on water have increased over 300 per cent more than rates on land.

Mr. TOLMIE: What year did the hon. member say that the rate on cattle was \$7.30 a head?

Mr. MOTHERWELL: The year 1914. I have figured this out carefully and this is the conclusion from this schedule. The average percentage of increase, 1914 to 1924, is 143 per cent for ordinary stowage and 183 per cent for refrigerator stowage. The average percentage of increase, 1914 to 1924, for ordinary and refrigerator stowage, is 160 per cent. The approximate percentage of increase in railway rates between 1914 and 1924 on the same commodities is 30 per cent. Taking 30 per cent as the average increase in railway rates, ocean rates have increased exactly five and one-half times as much as railway rates. That is, uncontrolled ocean rates have increased 435 per cent more than controlled railway rates in the ten year period 1914 to 1924. In face of that, we need not doubt any longer the existence of a combine on the ocean. Where the rates are controlled on land and there is the expense of keeping up the right of way with large labour bills as compared with those for ocean transportation, it seems to me the expenses must be greater on land, and yet the increase at most is not over 40 per cent as against 160 and 180 per cent that I have spoken of for ocean transportation. The uncontrollable ocean rate has increased five and one-half times as much as the controlled rates on land. Surely it is high time that we looked into these things and we are not the first to look into them. Long ago, the entire official opposi-

[Mr. Motherwell.]

tion were cognizant of all these things. May I read some of the correspondence that was brought down yesterday?

Sir George Perley reviews the history of the government's efforts in this matter. He starts out: "You will remember that during the past ten years the question of ocean freight rates has been discussed many times, as they often seemed higher than was reasonable, and some of us thought that a way might be found for controlling them by a body similar to our Railway Commission."

This is a cable Sir Thomas White sent to the High Commissioner in April, 1919:

In that month it will be recalled Sir Robert Borden was attending the Peace conference in Paris and Sir Thomas White was the Acting Prime Minister. Sir Thomas cabled to the High Commissioner as follows: "Canada much concerned about ocean freight rates—Inquire and cable whether British government would co-operate with Canada in giving effect to report of Royal Commission on Natural Resources. Trade and Legislation of certain portions empire as presented to Imperial parliament in March 1917. This report finds that it is not desirable that operations of steamship companies carrying passengers and freight between Canada and England should remain longer, without government supervision."

Then, later on:

Sir Robert Borden, however, had been considering the question and about this time drew up a memorandum "respecting necessary control of ocean rates and disposition of available shipping."

Further on:

Government Strongly Impressed

He then says: "The government of Canada is strongly impressed with the view that this condition is not sound; that the policy and methods hitherto pursued have not been characterized in some respects by wise or comprehensive outlook, and that the future relations of the British Empire depend very materially upon the immediate remedy of existing conditions."

Think of it. Here are four knighted gentlemen hovering around this question, but taking care not to singe their wings in any way. Yet they feel the empire trembling! Think of that from a Tory! These four knighted, belted gentlemen, going to look into this question, and then with a combine in their centre playing the old-fashioned school game, "ring-around-a-rosy." They give a squint at it, they all admit the situation, but they