

he will look at page 46 of the reply of the steamship lines he will find the signatures of various companies such as the Anchor-Donaldson, the Canadian Pacific Steamships, Limited, the Furness line, and fifteen or twenty others.

Mr. MOTHERWELL: But they are not signed.

Mr. LADNER: The companies have signed the document.

Mr. MOTHERWELL: Will any of these people come forward and assume responsibility for what is stated in the document?

Mr. LADNER: But here are their signatures.

Mr. MOTHERWELL: Those are merely the names of companies. Does the hon. member think that Mr. Beatty, for example, will hold himself responsible for this document, which he did not sign?

Mr. LADNER: The minister has been joking all the evening; but seriously, does he suggest that the signatures here, purporting to be genuine, are forgeries, without the authority of any individual company in any case?

Mr. MOTHERWELL: There are no signatures there at all. I think my hon. friend's law needs brushing up a bit.

Mr. LADNER: Are these not copies of documents properly signed?

Mr. MOTHERWELL: There is not a signature there at all, but just the names of companies. If that is all my hon. friend has to say I will proceed. Here is another extract:

In fact the struggle became so keen that many of the lines had to withdraw, and the remainder, with a view of self-preservation, began to draw together so as to avoid bankruptcy and disaster by coming to a mutual agreement with shippers.

I wonder how many hon. members who are farmers ever heard of this combine sitting in with them and deciding on any rate. I will tell you of a case in which they did, but it was only after a club had been held over them. In the Annapolis valley some time about 1920 or 1921 it was costing the fruit growers \$2.50 per barrel to ship their apples to the Old Country, as against a previous rate of 70 cents. The United Fruit Growers of Nova Scotia got after the combine and they soon made them come to terms. The apple growers got hold of tramp steamers, and while these vessels did not give them the service they wanted they were able nevertheless to cut into the apple rate to \$2.00, \$1.75, \$1.50, until the combine came to them and said that

if the apple growers would guarantee their ships all their apples they would reduce the rate to 90 cents per barrel. And that bargain still stands. They sat in delightfully that time, but they sat in when they were simply compelled to. And that is a fact; the ship owners will sit in with the shippers, but only after the shippers have indicated quite plainly that there is going to be competition with a consequent control of rates. I have that information from the apple growers' association, whose representatives were here last week fighting another combine, which was exposed by the Minister of Labour (Mr. Murdock) and his commission. Here is another extract:

The North Atlantic steamship conference is not in any sense a combine—

That is where my hon. friend got his authority.

—but the interests of the large number of individual companies operating steamers from north Atlantic ports required some form of joint action in respect to rates. It may be here stated that the United Kingdom conference does not direct or in any way interfere with the making of eastbound rates by the north Atlantic freight conference, the rates being made to equitably permit steamers to pay expenses and the manufacturer to export.

Furthermore, in the list of eastbound rates promulgated by the north Atlantic conference, no rate or agreement is made in respect to grain, flour or cattle.

Even the hon. member for Vancouver Centre (Mr. Stevens) has gone back on that authority, so I will not refer to it any further. This is the defence. Why, it is an admission of guilt except as to four articles, three of which have been proven under oath to be under the combine, leaving only one article, sugar, and the chances are that it is under the combine also if the facts could be arrived at.

Mr. CHURCH: Is there any reference in the Reply of Steamship Lines to the Preston report which the minister is quoting from in reference to the elevator combine, the grain growers' trust or the wheat pool trust, and would the minister approve the subsidy policy of government aid to a few private concerns or private companies with a view of breaking up these combines and checking rates?

Mr. MOTHERWELL: It is only ten o'clock, and if my hon. friend will keep quiet long enough, I shall get around to the elevator combine, how it is controlled and who controls it.

Why have ocean rates increased so much? Let me make some comparisons. Have ocean rates increased more rapidly than land rates? That, at least, will guide us in coming to a conclusion whether there is anything in this