

distinguished commission made up of big men in business, big men from various walks of life in our own country and other countries, men of such reputation that they would be beyond the influence of anyone, if anyone had the temerity to try to influence them.

May I briefly give the names and positions of these commissioners, in order to complete the record. The chairman is Mr. Justice Duff, who I am told by many lawyers is perhaps the most outstanding member of the judiciary of this country. Then there is Lord Ashfield of England, who made an enviable record in transportation matters not only in the United States but in England as well. There is Mr. Loree, president of the Delaware and Hudson Railway, who told me that even during this period of depression he had not found it necessary to lay off one man throughout his whole service. He has an outstanding reputation in railway matters in the United States. There is Sir Joseph Flavelle, whose reputation as a business man is known throughout the country. Then there is Mr. Beaudry Leman, late president of the Canadian Bankers' Association, who was an outstanding engineer before he became a banker. There is Doctor Webster of Shediac, New Brunswick, who had an international reputation in the medical profession in both Scotland and the United States, and finally Professor Walter Murray of the University of Saskatchewan. I mention these gentlemen because it is worth while to have their names and their standing upon the record, and incidentally I may say that so far as I can find out, of the five Canadian members of the commission three were originally Liberals while two were originally Conservatives. I am not trying to define the politics of the men from other countries; I mention this because it shows that in naming this commission we were not attempting to pack it in any way but were appointing a commission worthy of the name, which would be big enough and strong enough to go into this whole question and make a report which we hope will offer a real solution to the transportation problem of this country. If they can do that certainly they will deserve the gratitude of the people of Canada.

In closing may I just say that in view of the condition we found when we came into office, I submit to this house that the attitude we have taken has been eminently fair and has worked in the interests of our country as well as the interests of the Canadian National railways.

Mr. JEAN FRANÇOIS POULIOT (Témiscouata): Mr. Speaker, during the winter

most settlers and sons of farmers work as lumbermen and make a living by cutting railway ties. I remember very well that Sir Henry Thornton once declared before the committee on railways and shipping that he was ready to purchase ties from any settler who made application to him, but now things seem to be a little different. I credit my good friend the Minister of Railways and Canals (Mr. Manion) with all sincerity; I listened with great attention to his remarks with regard to the purchase of ties, particularly what he said yesterday, but there is one point I should like to bring to his attention.

Apparently this year the settlers have met with some good Samaritans called the Stadacona Sales Company. Public rumour says that this firm, or association, or company is composed of Mr. Maher, a Conservative organizer, a certain Mr. Bolduc, and perhaps a certain Mr. J. S. Royer, and rumour adds that a director of the Canadian National railways is also a member of that firm. I cannot testify as to the truth of that rumour, but that is what is being said. That firm, the Stadacona Sales Company, is a toll gate for ties, eatables, provisions and supplies which are used in Quebec; they make a rake-off on every Canadian National and federal contract. I make that statement as a member of parliament. This organization is something like the Russian selling organization which is located in New York, the Amtorg Trading Corporation, but in any case it is very well known. They get the cream of every Canadian National railway and federal contract which has to do with the province of Quebec.

These were the people who exploited butter for political purposes during the last election, and now they are exploiting preserves in their grafting propensities. There was a great jam and preserve factory in Ontario conducted by Mr. E. D. Smith, whose contracts with the Canadian National have not been renewed; is it because it was selling its products too cheaply? On the menu of the Canadian Pacific Railway and the Canadian National Railways there are many kinds of preserves, jams, marmalades and honey that are sold for 15 cents a portion. When we ask the waiter if he has something better than the 15 cent brand he answers that he has. It takes him about five minutes to get it; he has to go to the cupboard, the vault or the strong room of the dining car, and then he returns with an individual portion such as I have in my hand. I have two jars here, the one full and the other empty, and