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Now, I had been fighting this freight rates case for years and Hansard bears the record of my fight as well as the records of the Railway Board--year after year I had been fighting with others this case. I was getting a little tired of the fight and in 1921 I proposed a bill which would strike out of the Railway Act all of those qualifying words. The result would have been, if it had carried, it would have been impossible for the Railway Board to allow any discrimination whatsoever. I realized it was drastic, but my object was to drive home to Parliament, if I could, the degree of discrimination that we were suffering from in British Columbia. My bill did not get very far, I admit, but it was introduced in good faith by myself. I made up my mind I would introduce it next year and get it on the order paper early if I could. But the next year, 1922, as I have already indicated, Jerry was on the job at \$100 a day plus unlimited expenses and \$40 when he is at home doing nothing--a day and unlimited expenses. However, Jerry was on the scene and I said to him--I showed him the bill and showed him what I had introduced the year before and I pointed out to him that here was an opportunity of striking a blow at the indifference, shall I say--if you care to use that term, of parliament and of other sections of Canada to our discrimination. He amended the bill himself and I again introduced that bill. This time I was under the control of the eminent counsel and he himself suggested I should not proceed with the bill but we should put it on the order paper just for whatever its moral effect would be. He himself requested me not to proceed with it and yet he has the audacity to say I made no move in Parliament