

As to the amendment proposed I want an opportunity to look into it and possibly I may extend my support to the proposition. But really I cannot see why all these unnecessary expenditures should be incurred without any real assurance that relief will come. I should feel more sanguine if the government could show that they can provide relief, and could name a probable time when it would be forthcoming, in a word if they could guarantee that really effective action would result, and that this combine would be met. I do not believe that the combine can be fought by one single proposal; it must be fought by some system of national co-operation backed by national capital. And one way to begin the encounter is to tell this combine that the people want their penny's worth for their penny. They will then have a little more respect for this country and, after we have made such a declaration they will doubtless be more willing to offer us reduced freight rates. But the desired result will never be achieved in the way proposed. We will never get anywhere, as far as I can see, by that method; we will only get into debt. Relief will not be brought about in that way, neither with respect to this grievance nor the many other grievances of which our people complain. I am not going to enter upon a discussion of the other questions which are associated with this problem—for example the tariff and matters of that kind. I want to get the present situation straightened out before we dissipate our energies in other directions. I want to see a consolidation of the two great railroad systems of Canada, with the betterment in railroading that comes from that consolidation, and the cutting out of unnecessary services. This will go a long way towards providing cheaper and more efficient transportation, and if we get this, improved services will follow. Then the people of this country will experience a glimmer of hope. What they want to see is some kind of a change for the better, and the ending of all this over-railroading, and over-competition. All this kind of thing must stop, and we must also stop creating more ports. I have seen elaborate plans for the creation of new seaports on the Atlantic and on the Pacific which are not needed at present, although I hope they will be established ultimately. I hope the world's business is getting better, and that there will soon be more business for our railways. One essential thing is to arouse a spirit of hope in our people. We must do that immediately. If parliament applies its energies to this great purpose I believe the sun will shine again on Canada, the outlook

will brighten, and we will proceed towards a better and more successful career than we have as yet encountered in our history.

Mr. ALFRED SPEAKMAN (Red Deer): Mr. Speaker before discussing the question which is before us I should like to say how much we in this corner of the House appreciate certain of the suggestions which emanate from the hon. member who has just taken his seat. It is a very encouraging sign, it denotes a very cheerful state of affairs, when the nestor of this House, the oldest member of parliament and the oldest member of the Conservative party brings forward from time to time such comprehensive ideas as he presents. I think, Mr. Speaker, that every hon. member has a full realization of the vital import of the question now under consideration. The high cost of ocean transportation has its effect upon the export trade and upon the general business prosperity of Canada. Therefore its possible reduction is a subject of importance to the country as a whole and to each of us who sit here. To none, I think, is it of greater importance than to the hon. members with whom I am associated here and the people whom they represent. It is, I think, an incontrovertible statement of fact that, to a very great extent at least, the costs of ocean transportation rests upon and are borne by the export trade of Canada; and that in proportion as individuals, occupations, and sections in this country contribute to our exportable surplus, in that proportion they must pay their share of the cost involved, and in that proportion are they interested in the possible solution of the problem.

Again, I think the statement will hardly be challenged that a large part of the exportable tonnage of this country originates in and comes from the agricultural sections of Canada that we in this corner of the House more particularly represent. This peculiar interest has been recognized in this House before now. Two years ago, when a special committee was appointed to consider the conditions of the agricultural industry, the question of ocean freight rates was then recognized as having a peculiar application to those conditions. A good deal of the time of that committee was spent in that investigation, in that discussion, and certain conclusions were arrived at and presented to the House in the form of a report. To those conclusions I shall refer later.

Again, during the last session of parliament when the appointment of Mr. Preston was under consideration, a number of us in this corner of the chamber dealt briefly, but I think forcibly, with one phase of the situation, the live stock industry in this country. At