

attitude toward the problem of distribution of sea foods. It is idle to appeal for redress to the subordinate officers of transportation companies. They are paid to exact the uttermost farthing that the business will stand. It is the men at the top who must be induced to act. They have been singled out for high honours and distinction. Let them show they are worthy of these honours by now assisting in carrying to the people a cheap food by every proper means in their power.

Mr. A. K. MACLEAN: If they do not what shall we do?

Sir GEORGE FOSTER: Eat less fish.

Mr. JAMESON: My hon. friend (Mr. A. K. Maclean), I am sure, sympathises with the attitude I take. He is not yet a recipient of any of these royal favours, whatever the future may hold for him, and, being one of the proletariat like myself, I have not the slightest doubt but that he will endorse up to the hilt the remarks that I have made.

Mr. A. K. MACLEAN: I wish you would provide a penalty.

Mr. JAMESON: We are in hopes they will act. The public would penalize them in some way, at all events. As a nation we have not yet perhaps entirely outgrown the extravagance of the pioneer in our use of the natural wealth of the country. This no doubt, in some measure, is the reason why the consumer calls for fish not only of standard variety, but also of standard size, the smaller which in other countries find a ready market, being in little demand here. And here I venture to express the opinion that the method in towns and cities of purchasing food for the household by telephone, rather than as formerly, by a visit to the market or shop of the dealer, and the delivery by the seller, instead of by the purchaser is probably in itself responsible for a substantial increase in the cost of supplying the family table.

In those great natural storehouses,—seas, rivers and lakes—a bountiful providence has reserved to the people of Canada an almost unlimited supply of sea foods. With this great natural advantage, aided by a properly organized system of distribution, fish should be cheap in Canada.

In the distribution and sale of food fishes is there needless expense which can be eliminated? Are there excessive or unnecessary transportation or other charges? Are there multiplied profits which might

be avoided? I believe the answer should be "yes" to all these questions. They are questions to which, however, it may be undesirable to give an offhand answer; but they are questions that should be answered if possible. They are questions of importance to the consumer who wants to know he is not paying undue profits; and no less are they of importance to the fisherman, whose future market must depend, in a great measure, upon the product of his industry being available to the consumer at fair and reasonable prices. Yet, this at least we know, that to-day and for years to come, economy should be the watchword of this nation. Anything which will tend toward reducing the cost of supplying the family table calls for serious consideration.

I have some suggestions which I propose to make in a very kindly spirit to my hon. friend the minister who takes a deep interest in this matter and I will make them as briefly as I can. I believe there are others who desire to speak on this important resolution. The present method of distribution of sea foods seems extravagant and wasteful. I think it should be more highly organized. Reshipments involving several freight or express charges should be avoided, where possible. Transportation corporations all of which have been generously bonused by the people of Canada, should recognize their responsibility. They should aid in the distribution of a cheap food, by making especially favourable rates, which hitherto they have not seemed inclined to do.

This, I am informed, can be done without disturbing other rates by placing fish in what is known as a "commodity" classification instead of as at present. Fast freight trains, and what may be termed the "peddler car" system would also greatly aid in affecting cheaper transportation. The "peddler car" is a through car with a through rate, carrying carload lots, and distributing its load at different points en route, an additional charge being made each time the car is opened for that purpose. The transportation companies, being in favor of less than carload rates, are against the "peddler" car.

Fish dealers at inland points could get a better service by placing their orders a reasonable time in advance. Shipments could then be consolidated, and carload lot rates obtained. This, combined with a peddler car service, would effect a great saving in the cost of transportation. It would also tend to eliminate the jobber,