

Bill goes through it is going to work for the benefit of the lake and rail lines, and it is going to work to the detriment of the general public.

Senator KERR.—To the detriment of the general shipping interests.

Mr. HENDERSON.—It will be detrimental to the general shipping interests. To-day the shippers, the manufacturers and consumers are getting the benefit of lower water rates than they can get by rail, and you would find if we were put under the tariff it would mean a general advancement of the rates. That is what I firmly believe.

Senator KERR.—Are through shipping rates by rail and water regulated at all or qualified by reason of the lake shipments?

Mr. HENDERSON.—I would say the lake and rail rates are affected by the all water rates.

Senator WATSON.—What percentage of your shipping on the lakes is controlled by your organization?

Mr. HENDERSON.—The Canadian Shipping?

Senator WATSON.—Yes.

Mr. HENDERSON.—I would say fully 90% of it.

Senator WATSON.—Is that not practically a monopoly of the lake shipping.

Mr. HENDERSON.—No, because our association does not deal with freight rates. We have never discussed freight rates in our association.

Senator THOMPSON.—If you had a limitation of the high rate fixed by the Commission, when they could say that you were earning all the money that ought to go to a corporation as a fair return for their investment, would you like that, or would you like the elevation to go according to the market?

Mr. HENDERSON.—I would like to have the elevation go so far as the supply and demand will allow us, and we are quite prepared to meet the reductions at times.

Senator THOMPSON.—You want to follow the market?

Mr. HENDERSON.—Yes.

Mr. W. F. MACLEAN, M.P.—And corner the market?

Mr. HENDERSON.—No.

Mr. W. F. MACLEAN, M.P.—Is that not the object of your combination?

Mr. HENDERSON.—There is no combination, and the administration of the society is not a combination in restraint of trade. In fact they never discuss freight. We discuss questions for the benefit of the association. We discuss aids to navigation, lighting and buoying and deepening of our waterways and harbours, and watching legislation such as this, but this is not discussing freight rates.

Mr. CARROLL, M.P.—Supposing you came under this law and were asked by the Railway Board for your tariff would it not be possible for you who are acquainted with the lowest and highest rates to put them in a schedule, with a minimum and maximum?

Mr. HENDERSON.—If that were done it would remove my objection to the restriction.

Mr. CARROLL, M.P.—According to your contention that is all you would have to do—fix a tariff with a maximum and minimum?

Mr. HENDERSON.—The Bill does not say that.

Mr. CARROLL, M.P.—If this Bill became law you would be asked by the Railway Commission to submit your tariff on certain specified articles. You have to name the articles, and you send the schedule to the Railway Board. Would not this cover your objection to the Bill if you could send into the Railway Board the very minimum rate you could carry grain for and also the maximum that you would get for carrying grain?