

never get to grips with it. And look at them to-night! Then later on let us see what the right hon. leader of the opposition had to say:

He writes: "You will observe that the Canadian government have attached great importance to the desirability of securing, if feasible, some control of ocean freight rates." Continuing, he remarks that the Imperial Shipping Committee hitherto had not considered this angle of the problem.

"However," he wrote, "the government have now decided that the time is opportune to put before the committee this question of the control of ocean freight rates."

And in the meantime the right hon. leader of the opposition asked Dr. Magill to report on the situation; but Dr. Magill says his hands are full with another commission appointed by the right hon. leader of the opposition, the Hyndman Grain Commission, and that he cannot take care of it. As a matter of fact, they did not take care of either of them. That is a habit the old government got into. They twit us about appointing commissions, but as far as I recall we generally get reports from them. On the other hand, three at least of the commissions appointed by the old government failed to make any report. There was one—I forget its name, it was as long as the official name of the late government, and the hon. member for Moose Jaw (Mr. Hopkins) was a member of it—you cannot find it anywhere. It never reported, it simply died on the roost over night. Then we had two more. I wonder why the right hon. leader of the opposition did not write Dr. Magill to find out why he could not report. Dr. Magill just wrote back intimating that there was another commission to be attended to around the grain exchange. That is all. I think I have the key to the difficulty. There was at that time another combine forming in Canada, a combine of the people to get rid of that government, so no wonder they had not time to wait for reports from the Hyndman commission on grain or this commission on freight rates—they had to look after themselves.

It is sometimes asked, Mr. Speaker, how we are going to bring about control of ocean freight rates. If we go about it the wrong way there is bound to be failure. But why should we? I have a summary of all the sailings from Montreal during seven months of last summer for cheese, eggs, butter, meats, lard, fruit—104 sailings in all. My dairy commissioner and my deputy have worked this out carefully, and during the seven months covered in this summary the ten Petersen ships, if they have the ordinary cold storage space which I understand they will have, that is, an average of 50,000 to 55,000 cubic feet each, they will be able to take care of

all these commodities that are offered, and use only one-tenth of the space. That is worth something. The freight rate on cheese, we will say, is lowered 15 or 20 per cent, or even 10 per cent, and eggs, butter, meats and fruit also benefiting to the same extent—will not that be worth something? These ten ships with five or six of the Canadian Government Merchant Marine will take care of the entire offerings of all these commodities from Montreal for the seven months; then they will be able during the winter months to take care of the offerings from our other ports. If we take on some of the other Canadian Government Merchant Marine boats—and I understand there are a number of them trading already on the Pacific through the Panama canal—we will have still more freight accommodation. Then there are the boats belonging to the Canadian Pacific Railway Company. You cannot expect them to come in at this time. They are a member of the combine, and they will be loyal to it so long as business considerations permit, but when the time comes to make a choice between loyalty to the combine and loyalty to the people of Canada they will not hesitate. This is a free country, the offer is free, and we do not expect the other shipping companies to tumble over each other to take advantage of this arrangement, but the more we get in the quicker the remedy will be effected; the slower they come in and the more opposition we encounter, the slower will be the remedy, and those who obstruct will have to take the responsibility of results coming thus slowly. These will be the factors determining the people's attitude on this matter.

I have every sympathy with my hon. friends of the Progressive party. But they are suspicious. There is no question about that. I do not know what they are suspicious of. Let me recite right now the struggle connected with the breaking of the grain combine in the west, and I am glad the hon. member for Marquette (Mr. Crerar) is present; he will probably confirm what I say.

Mr. CRERAR: I do not know.

Mr. MOTHERWELL: When a handful of farmers in the northwest stood out to fight the grain combine they had even a more feeble weapon in their hands than what this Petersen fleet is alleged to be. The hon. member for Vancouver Centre (Mr. Stevens) ridiculed this feeble weapon. Our farmers of the northwest were apparently in an absolutely hopeless position, but they had to do something, and they went out and did it. A handful of men gathered at Indian Head in 1901, and