

terday at Kentville, that you are obliged to pay considerable more for the rate per barrel from Halifax to the English coast, than you are charged from Boston to the English coast. I am not a bit surprised. I am rather surprised to think that you are surprised at it. It is a well-known fact that our Canadian ports, not Halifax alone, but Montreal as well, and St. John have been at a disadvantage in freight rates with Boston and New York. That has been the case for years. It is the case not only from Halifax on apple freights, but it is the case on those of wheat rates.

Mr. Roscoe—On apples it is twice as much.

Hon. Mr. Fisher—You are charged more, and the Government have not been able to help it. Why is it that of the North Western wheat, only 15 per cent comes through Canadian ports? Because it is cheaper to ship it through American ports, although it is building up the trade of our rivals and building up their ports. Why is it so? Because there are hundreds of vessels coming and bidding for the freight where in Halifax and St. John there is only one. Because in those ports there is a congested amount of freight and tramp vessels come there and underbid the regular lines; whereas, in Montreal and Halifax, tramp vessels do not come at all. And it is only by subsidies that we have any ships at all. Do not imagine that this is a grievance which is peculiar to the Annapolis and Cornwallis Valleys. This is a question peculiar to the country. It applies to all our products.

A statement was made by one of the largest butter exporters in Montreal, that if the butter shipped from Montreal to England during the last season, during the opening of that port alone, had been charged at the same price shipped from New York and Boston to Liverpool, that there would have been \$238,000 in the pockets of the dairymen of this country. That is to say, the butter shipped from Montreal to England was charged on the whole shipment of 209,000 packages \$238,000 more than the same quantity shipped from Boston and New York to England. It is not only a question peculiar to your apple shipments, but it is a question which is of the widest consequence to the whole continent of America—and everything that goes to England is involved in these shipping rates. If we are subsidizing a line