

as the other work of the Intercolonial. Those ships would be classed A-1 by Lloyds, and would have a life of about seven years. The freight charges from three voyages of one of those ships would more than pay for the ship. It is the freights that can be earned by ships that make ships valuable to-day. They are paying as high as \$60 a ton across the Atlantic.

Mr. A. K. MACLEAN: My hon. friend is wrong because he would be competing against Canadian railways, and rates would have to be as low or lower than Canadian rail rates. My hon. friend is talking about transatlantic freights.

Mr. CURRIE: I am going to deal with the question of rates between East and West by and by. I am speaking of what it costs to ship goods abroad.

Mr. A. K. MACLEAN: The hon. gentleman was in error when he was talking about the excessive freight rates which these wooden ships would earn. He is referring to the case of transatlantic rates.

Mr. CURRIE: I am going to deal with that if the hon. gentleman will keep quiet for a few minutes. I am talking about transatlantic freight. The rate is as high as \$60 a ton for transatlantic freight, this is because tonnage is not to be had. That is why there is such a demand for ships and material. For that reason the Government are absolutely justified in going into the building of ships, because there is going to be a great shortage of ships for the next six or seven years. Any kind of ships that will carry tonnage to any part of the world are sure to receive ample freight and high rates for that work.

Mr. PUGSLEY: But the trouble is that they have not built any ships yet.

Mr. CURRIE: I am going to come back to the United States to point out to the hon. member for St. John that in the United States for the past six or seven years—

Mr. PUGSLEY: Six or seven years?

Mr. CURRIE: Six or seven months, a crimp has occurred in tonnage on account of the tremendous losses caused by the submarines. That condition did not exist in the first half of the war. During the first half of the war the submarine damage did not amount to anything. But tonnage on the ocean has now become short. If we cannot get iron and steel plates—and everybody knows we cannot—it is absurd to talk

[Mr. Currie.]

about building steel ships. Ships now can only be built of wood.

Now, I come to the question of trade between East and West. The Panama canal was built for the purpose of carrying freight between the Pacific and Atlantic coasts of the United States. It is extremely fortunate for this country that we are able to utilize that canal for the carrying trade between the East and the West. Unlike the United States, we have a stopping place at Jamaica and other others of the the British West Indian islands which are British territory and many of which give a preference to Canadian trade. They are a great advantage to us, and the trade with them is going to be much more extensive when matters become settled again. Then, there are Mexico, Venezuela and other Central American countries which Canada has only recently been able to touch. I know from personal experience that trade is now going on between Canada and Colombia and other Central American countries, whereas we never got a dollar of it before. That trade can be built up into a vast business. We hear gentlemen from Nova Scotia always kicking about the trade of this country. They have been up in arms against the National Policy and they have set the eastern provinces back twenty-five years by the course which they have pursued. Iron is taken from Sydney to Toronto, made into stoves and sent back to Sydney and to other places in the East and sold or exported. In many other things a similar process takes place. Why should that be? The development of manufacturers in the Maritime Provinces has been discouraged by this free trade talk. Instead of encouraging the people to build up industries in their own towns and villages as Ontario has done, they became discouraged and have gone over to the New England States and carried on the industries there with their brains and ability. As a matter of fact if you enter any of the great shops in the New England States and are sent to the manager, to the man whose brains and energy are building up these large plants which are employing thousands of workmen, you will find that he is a Canadian, a native of Nova Scotia or New Brunswick who has left this country. Why? Because the public men, the men who rule the destinies of these provinces, are opposed to building up the industries of those provinces, and they are just as much opposed to any increase in the manufacturing industry to-day as they have been in the past.