

SUPPLY—TRADE AND COMMERCE—*Con.*

Foster, Hon. G. E. (Minister of Trade and Commerce)—2923.

The inspection of these subsidized steamship services is now a branch of the Department of Trade and Commerce, 2923. In this way, the different services are, I think, being gradually placed upon a more satisfactory footing, 2924. If any member who is interested in any service will come over to the department, I shall be very glad to give him an opportunity of looking at the reports, and in some cases they may be brought to the House, 2925. I do not think the hon. member for Edmonton, if he made a full investigation would find that he could base such a deduction as he has drawn. We are to a certain extent confronted with the same problems in our ocean-going commerce between Canadian ports and Great Britain and European ports, 2927. Since the cost of everything has very largely increased in late years, is it not reasonable that rates of carriage by sea should also have been raised, 2928. There are very great difficulties to be met with in any attempt to prohibit, control, or regulate traffic which is world-wide and international, 2931. It is a very difficult thing for a government; and I, for my part, feel that the matter should be very gravely considered before the Government of Canada should undertake to do the ocean-carrying business of the Dominion of Canada, 2932.

Maclean, A. K. (Halifax)—2924.

There is a very paying trade in the southern part of Newfoundland, and the people there require our manufactured goods, our breadstuffs, and farm products. If a line were subsidized to carry those manufactured articles to that part of Newfoundland, it would be of great advantage to the people of Canada, 2924.

Morphy, H. B. (Perth North)—2934.

I have often thought that there are great possibilities of trade between Canada and Newfoundland that are not taken advantage of to the extent that they should be. The people down there trade very largely with this Dominion, 2934.

Oliver, Hon. Frank (Edmonton)—2925.

We are facing a condition of increased rates across the ocean. The minister has said that in regard to the coastal services he has taken means to inspect, to regulate, and control; but it costs more to carry a barrel of flour between two certain points on the coast of Nova Scotia to-day than it did before subsidies were paid, 2925. I say that when we pay a subsidy we ought to have some measure of control over the rates, and I am urging that the minister consider that point in due course and deal with it as may be possible, 2929.

Sinclair, J. H. (Guysborough)—2925.

This is an old hardy annual that we have been voting for a great many years. If the minister can show that report, it will

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be interesting to myself to see it, as I have never been able to see the justification for this service, 2925. I think the minister will find that these matters are regulated by supply and demand and that it is practically impossible to control these rates, 2929. There is just one way, in my mind, of getting our freight rates down and of making them lower and more reasonable and that is by importing more goods, 2930. If the government should go into the shipping business they will find they have a bigger contract on hand than any they have undertaken yet, 2931. The present government has nothing to its credit in the way of increased trade with Newfoundland, 2935.

Steele, Michael (Perth South)—2930.

This question of ocean freight rates between Canada and Europe is, as we know, from the statement of the minister, under investigation at the present time. Suggests that the government put on a line of steamers of its own to carry our agricultural products to Europe, 2930.

SUPPLY—TRADE AND COMMERCE.

Winter steam service between St. Johns, Halifax and London, \$15,000, 2936.

Foster, Hon. G. E. (Minister of Trade and Commerce)—2936.

The purpose is to stimulate the trade between the two countries. In the course of time I hope we will be able to do some work of discrimination with respect to these services, which I have found impossible because I had no data, 2936.

Sinclair, J. H. (Guysborough)—2936.

It seems absurd that we should have to subsidize freight steamers for carrying goods from St. John and Halifax to London, when there are a dozen companies willing to carry the freight at ordinary rates, 2936.

SUPPLY—TRADE AND COMMERCE.

Steamship service between Victoria and San Francisco, \$3,000, 2937.

Foster, Hon. G. E. (Minister of Trade and Commerce)—2937.

On looking the whole matter over, I was obliged to say that I believed they ought to carry their own costs and charges and improve the service. Generally speaking, we have not subsidized direct services between our large cities and the large American cities, 2937. It is a common idea amongst some that we are made of money and \$100,000,000, or any number of million dollars should not stand in the way, 2939.

Kyte, G. W. (Richmond, N.S.)—2937.

A condition of affairs has arisen in respect to the trade between Nova Scotia and the New England states particularly in