

Senator KERR.—I understand your proposal is to affect not merely inland freight or freight on the lakes, but freight for export to foreign countries, whether that had been on the lakes or not?

Mr. ARMSTRONG (Chairman).—We have some eighty-five hundred vessels in Canada. My proposal merely asks all vessel men that they file their tariff rates and arrangements with the Railway Commission. There is no question or doubt of our having the power to have this clause inserted in the Railway Act, because it does not interfere in any way with the marine laws.

Senator WATSON.—But the Railway Commission have to approve of those tariffs?

Mr. ARMSTRONG (Chairman).—Undoubtedly. It merely shifts those tariffs under the Railway Commission, the same way as the railways.

Mr. NESBITT, M.P.—That is an amendment proposed to section 358 of the Railway Bill.

Mr. SAMUEL PRICE.—The change proposed in the Bill regarding traffic by water is simply this: As the law now exists, apart from the new Bill, traffic by water between points in Canada carried on by boats belonging to a railway company is already, so far as freight tolls and tariffs are concerned, under the jurisdiction of the Board. At the present time the old Act gives the Board jurisdiction over water traffic between points in Canada when that water traffic is carried by a railway company, otherwise within the jurisdiction of the Parliament of Canada. We are proposing briefly to extend that principle so that tolls, tariffs and joint-tariffs of all freight traffic carried by water, whether by a railroad company or not, shall be within the jurisdiction of the Commission, and only to that extent.

Mr. MACLEAN, M.P.—When you say by water, is it sea-borne?

Mr. PRICE.—Between points and places in Canada by water. Mr. Armstrong's amendment proposes to take in all traffic.

Mr. ARMSTRONG, M.P. (Chairman).—It will assist materially the Commissioners appointed by the Government for the purpose of investigating the rates of Atlantic freights.

Mr. CARROLL, M.P.—Will the new law affect steamers or boats by charter carrying the goods of a person who has the charter and only for the person who has the charter?

Senator YOUNG (Chairman).—That is a shipper loading the vessel completely?

Mr. CARROLL, M.P.—A coal carrier for instance.

Mr. PRICE.—The amendment covers only tariffs. If a carrier was not proposing to charge any toll it would not come within the Act or the amendment.

Senator YOUNG (Chairman).—That would be charging tolls.

Senator THOMPSON.—Charter parties only.

Mr. CARROLL, M.P.—I speak of the case of a boat chartered and loaded by one person only.

Senator YOUNG (Chairman).—There are two ways of charging for a vessel in that case, either by the load or by the season.

Mr. PRICE.—The word 'toll' is wide enough to cover every charge conceivable.

Senator THOMPSON.—The case the gentleman mentioned was between a corporation carrying coal and another party. It would be a private contract between the party owning the whole of the vessel coming, and moving property belonging to an individual. I cannot understand how that could be affected as between two parties where you control the whole thing by private contract or charter.

Mr. PRICE.—The word 'tolls' is very wide.

Mr. MACLEAN, M.P.—What do you mean by the expression 'as deemed applicable by the Board'? What jurisdiction does that give the Board? Is it to define their own jurisdiction?