

of T. G. McBride and Company at Vancouver and get them. In 1904 I went into the freighting business. I built a steamer. At that time and for many years afterwards we carried lime, for instance, at 10 cents a barrel of 225 pounds, and if we got a full cargo we often carried it at 8 or 9 cents a barrel. At that rate we made a profit on our investment. To-day we are getting 25 cents for a barrel of 200 pounds, and we make less profit than we did when we were carrying the lime at 10 cents a barrel. Now, the question may be asked, what accounts for the difference in the expense? I will give you some items, and I may say I got the figures from my office at Vancouver. In 1900 and up to 1912 a captain got \$85 a month, which included board and a place to sleep on the boat; now he gets \$170 a month. An engineer at that time got \$65 a month; now he gets \$150. The mate then got \$50; now he gets \$110. The second engineer got \$40; now he gets \$105. The deck hands then got \$35; now they get \$75. The cook got \$26; now he gets \$80. These wages are not at all too high. From 1896 up to 1912 the poorest paid class of labour, taking into consideration the responsibility involved, were the steamboat men and the railway men. Now they are getting a fair wage, and the consequence is that freight rates have to be increased to meet it. But that is not all. In 1900 and up to 1912 our fuel cost us \$2.75 a ton; now we pay \$7.50—quite a difference. Not only that, but take the question of insurance. A boat is insured for what it is worth. At that time if a boat cost \$20,000 and was insured at her full value, the cost at the usual rate of 7 per cent would be \$1,400. To-day that same boat is worth \$40,000—cannot be replaced for less; therefore it is insured for \$40,000 and instead of paying \$1,400 for the insurance we pay \$2,800. But that is not all. You have to keep the crew insured; there was none of that in previous years. You have got to pay harbour dues; that was not done previously. You have got to pay sick mariners' dues—I may say that that act was passed in 1920 by the previous government. Moreover, we carry most of our freight on the Pacific coast on scows, upon which there is no crew.

Mr. MARTELL: Will my hon. friend allow me to correct him? I simply wanted to point out that the law with respect to sick mariners' dues was passed long before 1920.

Mr. McBRIDE: It was passed in 1920. I can show that by a letter I have from the Deputy Minister of Marine and Fisheries.

Mr. MARTELL: The same principle had been adopted before.

Mr. McBRIDE: According to this letter from the department the act was passed on July 1, 1920. We have to pay sick mariners' dues on these scows, under the act. Then we have to pay personal property tax on the boat, to the provincial government. Then we have to pay income tax, if there is any income, not only to the Dominion government but to the provincial government. Taking all these things into consideration, how can it be expected—and this is one point, I notice, that has been left out of this debate—

Mr. DUFF: My hon. friend refers to coastal shipping, not to Atlantic or Pacific shipping?

Mr. McBRIDE: I am referring to shipping on the Pacific coast. How can people expect the same rates to prevail now that prevailed some years ago? In the United States the government fixed the rates on the Pacific coast, minimum and maximum, and if those rates are cut or exceeded there is a fine of anywhere from \$5,000 to \$10,000. That means that they get a better rate; in fact, they are getting anywhere from 10 to 57 per cent more in Puget Sound than we do in the British Columbia waters. It means that when there is a slack time they can operate their boats even at a loss, and keep their crews working whereas on our side of the line we are working very largely without profit or rather we are not making a fair profit on our investment and we have to discharge our men and tie up our boats when the slack time comes.

We have heard a great deal about the carrying of passengers. Mr. Preston points out in his report, if I remember rightly, that about 1894 passengers were carried from the Old Country to Canada for \$17. I will admit that passengers were carried for \$17 at that time, for that is the amount I paid when I came to Canada. But what was the accommodation given? What did we get for \$17? Well, I will tell hon. members, for their information; there were two men in each stall—I will not call it a berth. The stall consisted of a compartment, I would say, four feet wide, six feet long and about seven feet high. There were two shelves in each compartment, made of boards each nine inches wide, no mattress, no blanket; absolutely nothing to lie on except those two nine-inch boards. Give some of our immigrants that accommodation to-day and what would they think of it? As for the food, at no time during that voyage did any of the steerage passengers get sufficient food to