

Cape Race. Naturally the navigation in inland waters is more dangerous than that of the open sea. That is primarily the difficulty.

Hon. Mr. WEBSTER: What is the difference in insurance? Can you say?

Mr. HARLING: I am afraid to say how much, in the round figure; but if I were to say that we pay 50 per cent more insurance on our cargoes from Montreal as compared with New York I would be within the figure—and that amounts to an enormous sum of money every year.

Hon. Mr. THOMPSON: Fifty per cent more?

Mr. HARLING: I am well within my figures if I say the importers into Canada pay 50 per cent more on their insurance on hulls and cargoes than they do from New York.

Hon. Mr. CASGRAIN: Fifty per cent on what? Give us an idea.

Mr. HARLING: Ten years ago when we were discussing the question of marine insurance I think I estimated it at \$1,500,000 marine insurance per season, extra over New York.

Hon. Mr. NICHOLLS: So you have to absorb \$1,500,000 in your shipments every season as compared with New York?

Mr. HARLING: At least that.

Hon. Mr. WILLOUGHBY: Are you comparing with New York on the same volume of trade?

Mr. HARLING: The trade that goes through the port of Montreal in a season I estimated, the same amount of cargo we carry pays \$1,500,000 more than the same amount of cargo carried from New York.

Hon. Mr. THOMPSON: Would that apply to Quebec?

Mr. HARLING: The danger is in the St. Lawrence. The danger is at Cape Race.

Hon. Mr. THOMPSON: Is that insurance on ships as well as cargoes?

Mr. HARLING: That is on ships as well as cargoes. For instance, a steamer to-day will be worth anywhere from \$1,500,000 and the extra insurance on the hull and machinery on the vessel amounts to at least one per cent per annum on ships alone.

Hon. Mr. TESSIER: Is it a fair thing for the insurance companies to charge that?

Mr. HARLING: No. Some years ago we investigated this matter in Montreal. I was a representative of the Board of Trade at that time, and I claimed that the insurance companies had collected from the shippers more in any one year than the losses they incurred inside of our navigable limits.

Hon. Mr. WILLOUGHBY: Is it true that the extra rate that you pay in Montreal goes on increasing more rapidly towards the end of the season?

Mr. HARLING: The steamers—what we call the hulls of the steamers—are insured for a year, and the policies are good from the opening of navigation to the close on the regular line of steamers, but on outside tonnage such as tramp steamers that will come to Montreal the extra rate commences from the 1st of May and runs up to the 31st of August. After the 31st of August the rate increases, and it is increased month after month and week after week until the close of navigation.

Hon. Mr. WILLOUGHBY: And the rate on the tonnage keeps on increasing all that period after August, does it?

Mr. HARLING: Yes.