

millions of dollars in their different ships should have every consideration from this government and from parliament. These lines are operated, of course, principally in the interests of their shareholders, but after all is said and done we must give them credit for helping in the great transportation problems of this country.

Mr. SHAW: My hon. friend says there has been a change in the character of the ships. I would like to know generally the nature of the change in the character of the shipping.

Mr. DUFF: The steamers are very much larger and much more luxurious. There has been a great deal of comment with regard to the carrying of immigrants and the prices which these steamship companies charge immigrants coming to this country, and while perhaps it is true that the charges are a great deal higher than they were some years ago, and while it is quite true that the charges are altogether too high, yet the fact remains that accommodation on the ships which are plying between Liverpool and Montreal and Liverpool and Halifax is different altogether from that afforded in the ships in which immigrants came over some years ago. I do not remember it myself, but my father and mother came over in a sailing ship, an entirely different kind of vessel from the present day ships such as the Aquitania, or the Olympic; or some of the great liners of the Canadian Pacific Railway.

I have heard a good deal about the rates which are charged in these days, and there can be no question that there is discrimination. Whether the steamship companies can explain that away or not, I do not know. But the Minister of Trade and Commerce (Mr. Low) when he spoke on behalf of the government, did the right and proper thing in telling this House, that he was quite willing to appoint a committee and wanted to appoint one. In my opinion, that is the only way to get at the bottom of this question. I have no doubt it is impossible for the government to lay all their cards on the table before this House, but when the committee is appointed they must certainly, and no doubt they will, give this House a great deal more information than they can at the present time. It is up to them to show, and no doubt they can show, that something must be done in order to protect the people of this country who ship goods, whether those goods are shipped from the far west or from any other part of Canada. The government is to be congratulated, I think, on the fact that in the very first speech which was made on this subject, that made by the Minister of Trade and Com-

merce, he told the House that he intended to have a committee appointed which would investigate this matter thoroughly. I presume he means in the interest, not only of the government and the people of this country, and of the proposition which he has brought down, but, as a matter of fair play, of the steamship companies.

There is no doubt that the people of Canada are very uneasy and feel that there is something wrong with regard to the matter of ocean freight rates, and it is right and proper, as I said a moment ago, that a full investigation must be had. For instance, we are told that shippers have complained to the department very bitterly about the discrimination. Take, for instance, the difference in rates between shipments from Hamburg, and the United Kingdom, to Bombay and Calcutta, and shipments from Antwerp and Hamburg to Canada. There must be something radically wrong when you can ship goods from Hamburg to Bombay and Calcutta at 25 shillings per ton, and a shipper sending goods from Antwerp to Canada has to pay the same price. It is also true that if you are shipping goods from the United Kingdom to Calcutta, they must pay a rate of 40 shillings per ton, and that if you are shipping goods from the United Kingdom to Canada, they must pay a rate of 45 shillings per ton.

Mr. BRISTOL: Does the rate not largely depend on whether they are getting a return cargo from the place to which they are going?

Mr. DUFF: I was coming to that. I want to be quite fair to the steamship companies. I intended to say, and I may as well say now, that there is no question that the reason the rate is higher from England or Europe to Canada than from England or Europe to the United States is the fact that these ships, on both voyages, whether going east or coming west, in plying between England or Europe and the United States, have full cargoes, and in plying between England or Europe and Canada, they have part cargoes or go in ballast.

Mr. BRISTOL: About twenty-five per cent sometimes.

Mr. HOEY: That is a good argument for encouraging the incoming cargo.

Mr. DUFF: I agree with that. For that reason I presume the hon. member for Springfield (Mr. Hoey) agrees with me that we ought to have lower tariffs on goods coming into this country.

Mr. IRVINE: Why do you not lower the tariff?