

So the Merchants' Bank became the Royal. They absorbed the Union Bank, the Bank of Windsor having first been absorbed by the Union through the efforts of Mr. John F. Stairs and also of Max Aitken, now Lord Beaverbrook, who made the trips up to Windsor, brought back the certificates and gave them to Mr. Stairs. My hon. friend is a local director of the Royal Bank of Canada, but all he has to do, I understand, is to deal with the question whether notes that are very small can be discounted and not sent to the head office, which is in the city of Toronto.

Now we come to another bank that carried on business in Halifax, the Halifax Banking Company. That bank was absorbed by the Bank of Commerce. Who was the president for years? You could not pull him out with a block and tackle, the Hon. Robie Uniacke, also one of the leading Conservatives of the city of Halifax. So my hon. friend cannot complain that any gentleman on this side from Nova Scotia or from Halifax had anything to do directly or indirectly with the transfer of that bank to the Bank of Commerce. Then there was the Peoples' Bank of Halifax, which was absorbed by the Bank of Montreal. The president of the Peoples' Bank was Patrick O'Mullin, once a Tory candidate for the legislature of Nova Scotia, where the hon. junior member for Halifax sat for three years and then got tired, left it and stayed out until he came up here. Then came along the Bank of British North America, which was absorbed by the Bank of Montreal, and that bank has not very many of our political friends upon its board; if they are there I do not know them.

These were our great banking institutions in the province. The hon. gentleman speaks of ten: he must include the Bank of Yarmouth, which failed, and then we had in the early days, before I can recall it, the Bank of Liverpool which also failed. So we had two failures of banks in Nova Scotia, and the others were absorbed and their head offices taken from Halifax to Montreal or Toronto. By the way, the Bank of Nova Scotia, bearing the name of our native province, also had its head office in the city of Toronto, and if anyone of Liberal persuasion ever got a seat on the directorate it was only because the door must have been forced open by some providential means, not by any act on the part of the gentlemen who are the directors of that bank—Mr. George S. Campbell, who was the president, Mr. Hector McInnes, who sat in the provincial legislature of Nova Scotia and ran for a seat in this parliament but was defeated; the later Senator McKeen, who re-

[Mr. Finn.]

signed his seat in favour of Sir Charles Tupper; the present Lieutenant Governor of Nova Scotia, Governor Grant, and last but not least a former Prime Minister of Canada, the Right Hon. Sir Robert Laird Borden. It seemed to Liberals in Halifax that a sign should have been put up on the door of the Bank of Nova Scotia, "No Liberal need apply." These are the facts, Sir, in connection with our great banking institutions in the province of Nova Scotia. I only mention this matter because it would seem that my hon. friend had no other argument than that of trying to blame the administration or the Liberal party for the sorry condition existing in connection with those banking institutions in our province.

My hon. friend goes on to deal with Quebec statesmen and Ontario statesmen. He says:

Mr. Speaker, these things ought not so to be. These were not the prospects that were held out to Nova Scotians at the time that Ontario and Quebec statesmen were proposing that the Maritime provinces should enter a union to safeguard the defence position of the country and create a nation. When these statesmen toured the lower provinces after the Charlottetown conference, they naturally dilated on the benefits that would follow the adoption of a plan of confederation. The politicians who attended the conferences were in favour of the adoption of their scheme, of course, but it was received coldly by the public of the province. Indeed, it has never at any time been approved by the voters.

The hon. gentleman does not even intimate, let alone press home the fact, that when these gentlemen did come down to the Maritime provinces to attend that conference in Prince Edward Island their bodyguard before and after, on both sides and in the middle, was no less a person than the late Right Hon. Sir Charles Tupper. My hon. friend merely mentions the statesmen that came down from Upper Canada and ignores absolutely the statesman from Nova Scotia, Sir Charles Tupper, who was the back and front of the whole movement in connection with the entry of Nova Scotia into the confederation. But that is by the way; it shows the broadness and fairness of my hon. friend in dealing with great public questions that are discussed in this House. The hon. gentleman says further:

The irony of the situation to-day is that the Canadian government, through its ownership of the Grand Trunk, with its chief railway terminus at Portland, is the chief instrument through which United States ports continue to be enriched by trade from the provinces situated west of New Brunswick. The present government has gained some friends by providing lower duties under the preferential tariff when goods enter through a Canadian port, although like much of their legislation the step is faltering and incomplete.

The hon. gentleman has been for years or was for years a member of the firm of Pickford and Black. Since the death of Mr.