

Universities in Nova Scotia, for example, where the student population forms a higher proportion of the total provincial population than elsewhere, obviously receive much less in grant per student head—and that for doing a greater amount of work in relation to the province and its population. And by the raising of rates of grant from fifty cents to a dollar, the initial disparity, as well as the total grant, is actually increased.

This lies particularly hard on a province with such an educational record of service as Nova Scotia, and seems hardly a fitting manner of recognizing the obligations which the education of this province has laid upon the whole country. In this connection it is of interest to quote from a most interesting report recently published by the secretary to the University of Edinburgh. Charles H. Stewart, who in addition to being a graduate in Arts and Law, is also a chartered accountant—and who, therefore, has more than one right to be heard in such matters—last year toured Canadian universities under appointment to a fellowship from the Association of the Universities of the British Commonwealth.

In his report Mr. Stewart comments on the "irrefutable" need of Canadian universities for increased financial support, not merely to keep abreast of the existing needs, but also to have some prospect of coping with the vastly increasing enrolment. And then follows this passage:

"For myself, remembering the Maritimes, which, for all their small numbers, have made such an immense, perhaps a preponderant, contribution to Canadian education (did I say that they reminded me of Scotland?), I very much hope that the formula of calculation will be revised. It would be a sad day for Scotland if her universities were to be treated in the same way as those in the Maritimes."

This is a powerful witness from an unbiased observer from outside, and its weight, especially based on such qualifications, cannot be lightly dismissed. The plain truth is that the system of grants, as presently administered, may go far to meet at least some of the more pressing needs of Canadian universities, but it definitely works a hardship on Maritime institutions.

May I add, honourable senators, that the universities of Nova Scotia have made a tremendous contribution to this country, to our neighbour to the south and to other countries. Nova Scotia has provided Canada with three of its eleven Prime Ministers; New Brunswick has produced one Prime Minister of Canada and one Prime Minister of Great Britain. So, the universities in our part of Canada have a record of which they are justly proud. I trust that that record will help influence the Government to attempt to improve, and if possible to rectify, the situation to which I have referred.

Since my recent return from the east coast I have read in the press of the extent to which the facilities of the Port of Halifax have fallen short of meeting the demands made upon them. Some two weeks ago, about the time that I left home to come here for the session, there appeared in the press a news item to the effect that Halifax harbour was clogged, that all piers in the port were occupied by steamships, that many had to

await their turn at the anchorage before being provided with a berth, that considerable delay was caused to transportation facilities thereby, and that that condition was going to affect adversely the Port of Halifax.

Now, honourable senators, if we do not provide more harbour facilities at that location, the trade will go somewhere else. The preliminary report of the Gordon Commission says that economically the Maritimes are away behind the other provinces of Canada, yet here we have an opportunity to do business and we are not provided with proper facilities to handle it.

That is all brought to light in an article that appeared in one of our local newspapers recently. It is headed "Enforced Delays In Cargo Handling Draws Complaint." The article goes on to say:

A complaint that lack of adequate shed facilities has caused considerable delay in unloading perishable cargo from one of the freighters now in port, has been voiced by a local steamship man. The movements of the *Marie Teresa G.*, the ship involved, were related by A. C. Huxtable, manager of the Montreal Shipping Company, agents for the owners of the ship.

Mr. Huxtable's narrative of the ship's movements in this port gives the following picture:

Arrived on evening of January 15, unable to dock as no heated shed available.

Docked first at noon on January 16 at pier 21.

Moved to pier two on morning of January 17, with perishable cargo still aboard, as liner needed pier 21 to disembark passengers.

Returned to pier 21 on evening of January 17, when liner had departed.

Moved on morning of January 18 after her perishable cargo had finally been removed to pier 36 to unload the remainder of her cargo.

Mr. Huxtable said the cost of tugs for moving the vessels from one berth to another was over \$600. Commenting, on the facilities offered ships here he said there is room for improvement. Mr. Huxtable suggested that portable heaters could be made available so that any shed along the waterfront could be heated if needed.

Halifax has only two heated sheds at which perishable cargo can be discharged. They are located at piers 21 and 24. Pier 21 is the passenger and immigration berth and any passenger or mail carrying ship has priority for accommodation over cargo ships. Pier 24 is a grain loading berth and almost continually used during winter months by ships taking grain. The shed itself is used mostly for storage of perishable cargoes waiting to be shipped.

The majority of ships with perishable cargo go to Saint John. Mr. Huxtable said if Halifax were able to offer more facilities for the unloading of such cargo, more traffic might come here.

The perishable part of the *Marie Teresa G's* cargo consisted of 400 tons of oranges from Mediterranean ports. She also discharged here 1,300 tons of general cargo. Three days to unload 400 tons of cargo plus over \$600 extra expense the spokesman said, hardly encouraged use of this port.

Mr. Huxtable advised that having a heated shed at a berth used by passenger vessels was superfluous, because during the busy season the pier is almost continually made use of by ocean liners.