

the health of the body politic. With the unequal rates and in many cases what seem to be excessive rates affecting the operation of our railroads and restricting the trade of our seaports, we are in a condition economically very much like that of some human beings: we are suffering from a sort of arterial sclerosis. As a result the whole system is affected. In the case of the individual the remedy is only partial, but in the case of a state it is possible to have a complete cure if the case is properly diagnosed and the physician gives the proper treatment. The transportation system both by land and water must function freely, thoroughly and scientifically in order to keep the health of the business of the state just as surely as a man's arterial system controls his bodily health.

Here lies a theme which has unusual interest to all parts of our country. It brings up to our minds the question of differentials, the Crownsnest Pass agreement, the whole field of railway operation and control, labour organizations, the development of our ports, branch lines, marketing our coal in Canada, marketing our wheat in Europe, and a host of matters of a more local nature. Down in the Maritime Provinces, that particular part of this Dominion where it is my good fortune to have been born, and most of the time to live and move and have my being, I sometimes think that we would be better off without such good transportation facilities between us and the rest of Canada. Most of the money which we earn from shipping lumber and fish to the United States is handed over to the manufacturers of Ontario and Quebec to pay for the goods which the Canadian National Railway hauls for them so cheaply while our own small industries languish and die; but that is a condition to which we have become accustomed. Maritime rights is a shibboleth to-day which spells trouble for almost any Government in power. Always a smouldering fire, it was kindled into flame by the removal of the Audit Office with its two hundred employees from Moncton to Montreal by the Canadian National Railway, coupled with the consequent unrest and fear of further action along that line. While willing to give the Management credit for a real effort to save cost of operation and bring co-ordination, I am not at all convinced that either object was accomplished by the change referred to. On the other hand, it has seriously affected the prosperity and happiness of quite a large community.

With this passing reference to local conditions, I return for a few moments to the question of rates of transportation. To properly round out our Dominion and

strengthen the bonds of union between the provinces, it seems of the utmost importance that the Canadian ports on both the Atlantic and Pacific seaboard should handle our foreign trade outside of the United States. On the Pacific coast there seems to be no problem. The Canadian trade goes naturally to Canadian ports to be there loaded into ocean-going steamers or sailing ships, either for the Pacific trade or the Atlantic trade as the case may be. On the Atlantic seaboard we have a number of good ports and harbours, some only open in summer, others the year round, and yet in spite of this fact we allow a very large part of our trade to contribute to the upkeep of ports in the United States as far south as New Orleans. In the meantime, our own ports of Halifax and St. John are allowed to languish.

It is a wonder, then, that we hear mutterings from the Maritime Provinces? There must be some remedy for this condition. During the war period we would have been in a sorry plight without these winter ports. Is it fair only to use them as a convenience? While it is true that goods will travel where rates are the cheapest, that to my mind points the way to the remedy, and the proposed legislation to control the water rates as well as the land rates opens up a land of promise to our people down by the sea. To make the rates such that the West may receive the very best results from the fruit of its toil will materially help that great part of our country, not to mention the benefits of improved transportation rates to the country as a whole; and to control shipments so that they must pass through our own ports will bring relief and hope to the citizens of St. John and Halifax in common with the other Atlantic ports of Canada.

I know nothing of the details of the proposed legislation beyond what has been foreshadowed in the newspapers, and I am merely pointing out the lines along which something may be done of vast importance to one of the oldest sections of our common country. It is a courageous step and invites criticism, but I trust the object sought may not be lost sight of. Something of that nature is of vital necessity if the people of the Maritimes are not to lose all confidence in the good faith of the rest of Canada.

That particular part of the Speech which foreshadows a conference between the Dominion and all the Provinces of Canada for the purpose of considering amendments to the British North America Act is not an unusual procedure. There have been various amendments in the past, and some of those amendments were made, I believe, without