

The Budget—Mr. Finn

Total Value of Exports		
	St. John	Halifax
1920..	\$111,963,931	\$ 53,126,284
1921..	81,138,006	35,885,384
1922..	49,451,455	24,507,039
1923..	54,720,574	29,267,401
1924..	56,940,116	30,469,515
	\$354,214,082	\$173,255,633
Total exports from St. John.. . . .	\$354,214,082	
Total exports from Halifax.. . . .		173,255,633

Bal. in favour of St. John.. . . \$180,958,449

Comparison of Exports from Halifax, N.S. and St. John, N.S., for the years ending March 31, 1915 to 1919 inclusive

Wheat		
	Halifax	St. John
1915..	588,657 Bushels	5,966,542 Bushels
1916..	687,133 "	6,600,135 "
1917..	509,443 "	7,926,500 "
1918..	926,825 "	8,168,728 "
1919..	2,449,760 "	12,087,955 "
Total..	5,161,818 Bushels	40,749,860 Bushels
Total export from St. John.. . . .		40,749,860 Bushels
Total export from Halifax.. . . .	5,161,818 "	

Bal. in favour of St. John.. . . 35,588,042 Bushels

Wheat		
	Halifax	St. John
1920..	2,662,068 Bushels	13,338,174 Bushels
1921..	199,084 "	7,877,966 "
1922..	" "	6,659,747 "
1923..	300 "	9,513,392 "
1924..	160 "	11,402,896 "
Total..	2,861,612 Bushels	48,792,175 Bushels
Total wheat, 1915-24, St. John.. . .		80,542,035 Bushels
Total wheat, 1915-24, Halifax.. . .	2,861,612 "	8,023,430 "

Difference in favour of St. John.. . 81,518,605 Bushels

Comparison of Export from Halifax, N.S., and St. John, N.B., for the years 1915 to 1921 inclusive

Quantity of grain (grain includes barley, beans, buckwheat, corn flaxseed, oats, peas split, peas-whole, rye and wheat)

1915..	950,805 Bushels	8,615,898 Bushels
1916..	3,624,387 "	12,124,303 "
1917..	2,675,699 "	16,003,411 "
1918..	6,703,946 "	14,319,703 "
1919..	2,916,117 "	16,406,053 "
1920..	3,074,142 "	14,760,461 "
1921..	766,166 "	9,985,874 "
Total..	20,717,232 Bushels	92,215,703 Bushels
St. John export of grain..		92,215,703 Bushels
Halifax export of grain..	20,717,232 "	

Bal. in favour of St. John.. . . 71,498,471 Bushels

The total exports from Canada to the United States and to other countries, via the United States and via Canadian seaports, as at March 31, during the years 1920-24, were as follows:

	Total Exports	Exports to United States for consumption there	Exports to other countries via United States	Exports via Canadian ports.
1920..	\$1,286,658,709	\$501,130,117	\$168,656,140	\$616,872,452
1921..	1,210,428,119	560,701,936	175,979,961	473,746,222
1922..	753,927,009	304,104,177	147,427,414	302,395,418
1923..	945,295,837	380,347,721	210,336,437	354,611,679

[Mr. Finn.]

There is a statement which shows the relationship of the ports of Halifax and St. John to our export trade with the Old Country not only through Canadian ports but through United States ports. When I read these figures and realize these conditions I am sad at heart. But I am determined, Sir, in so far as my humble ability will permit by assiduous efforts to bring a greater measure of success to the port of Halifax. Last week the hon. member for Brantford (Mr. Raymond) said in the course of his address that we should be 100 per cent Canadian. I would not have the people of my native province misunderstand me. Of course, our grain growers and grain brokers have the right to route their shipments through American ports, but with our great transcontinental system of transportation and with the dock facilities which we have at Halifax and St. John, there is no justification for one pound of Canadian freight being exported through an American port. We desire that our grain growers and grain brokers should be 100 per cent Canadian. Nova Scotia having made great sacrifices—and yet to-day we have only one railway, the Intercolonial—and we together with the rest of Canada having spent \$1,138,600,430 and pledged the credit of the country in order to give the Canadian West transportation facilities to ship the products of their labour to the markets of the world, surely it is up to the grain growers and the grain brokers of the West, to see that their wheat is exported in summer through the ports of Montreal and Quebec, and in winter through the ports of Halifax and St. John. Surely, Sir, that is not asking too much of them. With the freight rates the same to all the Atlantic ports, it is the duty of our shippers to build up the ports of their own country by exporting their products through them. If the trade returns show that that is not being done, then we in the East will demand from the government, whether it be Liberal or Conservative, that an export duty be placed on products exported through American ports. In this way we would hope to help our people to be patriotic and use those avenues which God and nature intended we should use—when we became a confederation—if we in the East are ever to enjoy the same prosperity that we have contributed in building up in our growing West. We are not envious of the advancement of the West, but the people there must remember that the pioneers of this country, were the men of the East—the men who blazed the trail and made possible this great confederation, and carved out the western provinces. The people of the West must