

I am through with this phase. Speaking at four o'clock in the morning, I said:

It seems to me that the hon. member for West York (Sir Henry Drayton) takes a very pessimistic and gloomy view of the development of an eastern national port, namely the port of Halifax. It is equally as pessimistic a view as my hon. friend took when, as chairman of the Railway Commission, he laid down that very explicit doctrine that geographical disadvantages should not be taken into consideration in the fixing of rates. We are a part of this great confederation; and the great leaders who have passed to the beyond held out to us in Nova Scotia and to the citizens of Halifax the promise that if the province remained in confederation Nova Scotia and Halifax would become the Atlantic frontage of the Dominion. And if my hon. friend will only go and look at the motto above the entrance to this magnificent structure, raised and reared by his government, he will see there written these words:

The wholesome sea is at her gates,
Her gates both East and West.

We may have the wholesome sea but we have not the gates. But it was in the wisdom of the late Liberal Chieftain, Sir Wilfrid Laurier, to foresee the future and build the Transcontinental, taking the road to Moncton as a common centre for the shipment of grain and other products of the West in winter, from Halifax and St. John. When the short line is completed from a point above Port Arthur on the Canadian National up to the Transcontinental, with easier grades and shorter mileage, the people of Halifax feel that it will be the duty of the Canadian National system to see that grain and other products of the West not routed through any other ports shall be carried to the ports of Halifax and St. John in winter.

If these things are not done then perhaps some of the things spoken of by a gentleman in the legislature of Nova Scotia and referred to in the press of the Maritime provinces may come to be more than mere words and cold type. I regret that the state of my health to-night forbids my entering as largely into this subject as I should like. But it is vital to the interests of Nova Scotia, it is vital to the city of Halifax, that proper attention be given this matter. I say it is vital to the city of Halifax, which Sir Charles Tupper declared would be, as a result of the national policy, a forest of masts if that province remained true to confederation. We are spending to-day millions of money for the development of the port of Portland, and this is the result of an act of administration on the part of the leader of the opposition (Mr. Meighen) in the taking over of the Grand Trunk and the terminals at Portland. This was a legacy bequeathed to the present government, who have in turn handed it over to Sir Henry Thornton and his board of management. I believe that Sir Henry Thornton is willing to do the right thing by the Maritime provinces, and my hon. friend must know that he has recommended that an elevator should be built at Halifax with a capacity of at least 750,000 tons, if not a million. It is his intention to divert to Halifax, as he has a right to do, that proportion of the grain and other products from the West that can and ought to be carried through that port. The rate to Halifax will then be the same as to St. John or Portland or New York. Montreal carries one cent less and when the differential referred to by my hon. colleague (Mr. Maclean) is removed as between St. John and Halifax, then New York, Portland, St. John and Halifax will be on a parity. There is no sound reason why Halifax should not share as a national port in the shipment of products of the West and of central Canada to the Old Country and the Mediterranean in future. These are my hopes; and I regret that my hon. friend should take

[Mr. Finn.]

the gloomy, pessimistic view he has displayed in reference to the future of Halifax as a port. I do not share that view and I am sure that if we both live a few years longer and Halifax is given an opportunity he will have reason to revise his opinion and will be quite willing to help to make it what it was always intended to be, the eastern gateway, one of the national ports of Canada, in the carrying of Canadian products from the West and Central Canada to the markets of the world.

I would not have referred to this matter had not my hon. colleague from Halifax undertaken to say that I had been recreant in my duty and had failed to present the fair claims and demands of the port of Halifax and the province of Nova Scotia while a member of this House. I have pointed out that my energies, so long as I have been cognizant of the facts, have been directed to bring about an improvement of conditions and so restore prosperity at the port.

Now, a word or two in respect to the fishing industry in Nova Scotia. We have been told—not by the hon. member for Halifax—that we have lost our West Indian market. I am informed by competent authorities that:

Nova Scotia exporters to-day have a better hold on all markets than ever before in the history of the trade. American exporters have never had any profitable large export trade on dry fish, although for a period of some five or six years, say from 1913 to 1919, a large Gloucester fish concern—the Gorton-Pew Fisheries, Inc.—made a determined effort to enter the foreign dry fish markets, and during that period they were fairly large exporters. Their efforts in this respect were largely the cause of the very disastrous failure in 1919. This concern was in the hands of receivers for some three or four years, and last year was reorganized on a new basis. The writer was informed by both the receivers that had the business in hand, and by those interested in the reorganization, that it was to be their well-defined policy to steer clear of all export business except what was incidental to their other operations. Gloucester will always have a considerable quantity of fish that cannot be used for the domestic trade that has to be dried and exported. The total volume of American cured fish that is exported to foreign markets is so small that exporters in other countries hardly know that anything is going on. As a matter of fact the only place in which it is an menace is Porto Rico, which market is what is known as a consigning market, taking a large proportion of inferior qualities of fish that is shipped from Newfoundland and Canada and has to be sold on its merits, being fish culled out from shipments made to other markets. Lunenburg however, does continue to ship the regular Lunenburg cure of codfish to Porto Rico, and is, therefore, more or less up against Gloucester competition—the Gloucester exporters having the advantage of the Fordney tariff.

It was not American competition that during the past few years made the dry fish export trade of Canada unprofitable, but the upset world conditions, chief among which was the ruinously low rate of Brazilian exchange—Brazil being one of the largest, if not the largest, market for dry fish in the world. This spring for the first time in four years the accumulation of old stocks of fish produced in Norway, Iceland, Great Britain, Newfoundland and