

I want those words contained in the Duncan report to be borne in mind. They were made after the royal commission had made their investigation. The report goes on to say:

At any rate, the result has been to prevent the healing which time and sympathetic understanding might well have achieved, to leave on the mind of Nova Scotia a sense of continuing injustice, and the feeling that, had her numbers and influence been greater, better treatment would have been accorded to her.

It is with that thought in mind, a better treatment for the maritimes and all our Canadian ports, that I am going to offer for consideration an amendment to be included as subsection 2 of section 4. I could make extended remarks upon it but the minister is familiar with all the arguments that have been advanced. I could cite the statement that was made by the late Sir Henry Thornton, when president of the Canadian National Railways, and his proposal to establish an office at Moncton to bring about closer cooperation between the maritimes, or, as he called it, between lower and upper Canada. I could also refer to many recommendations that have been made by other commissions, but without going into further detail I move that the following be inserted as subsection 2 of section 4:

The board shall so direct, provide and procure that all freight destined for export by sea which is consigned within Canada for carriage to National Railways either at point of origin or between that and the sea shall, unless it has been by its shippers specifically routed otherwise, be exported through Canadian ports.

May I say that in pressing this amendment I am simply advocating what has been placed before the government and parliament of Canada time and again, that our goods should be shipped through our own Canadian ports. I could give the tonnage and so forth, but I do not think it would add to my case as the minister is already familiar with those facts. I would like to compliment the minister upon bringing forward this important bill and on the amendments that are provided in the reprinted bill. I feel that the bill is much more satisfactory now that certain changes have been made. I feel sure that it will have the support of all good Canadians provided that our goods are shipped through the facilities provided by our own ports.

Mr. FINN: Perhaps my hon. friend and colleague (Mr. Isnor) has overlooked the fact that in the Transcontinental railway act, which was a legislative agreement between the Grand Trunk and the then government of Canada, the very provision which he now desires to be placed in this bill was incorporated in that act.

Mr. ISNOR: Quite so.

Mr. FINN: And as the Transcontinental has been taken over and has become a part of the Canadian National railway system that clause applies to all parts of railways which are part and parcel of the Canadian National railway system. It might be advanced from a legal standpoint that there would be a conflict perhaps between a harbour board appointed by the government of Canada to function at Ottawa and the persons who go out to obtain freight for the Canadian National railway system. While the suggested amendment of my hon. colleague from Halifax is one which, I know, is near and dear to his heart, as it is also to mine, I would suggest that before his amendment is dealt with the minister might consult with the justice department or the hon. gentleman who is acting in the absence of the hon. Minister of Justice as to whether the placing of this specific amendment in this bill would in any way conflict with the legislative contract, which is stronger than a provision, that I have mentioned. When the government of Canada took over the Transcontinental there was placed a double responsibility on the government of Canada. First, the government placed it on the Grand Trunk, and then they took it back when they took over the Grand Trunk, so that we are in an even stronger position than before to ask the government of Canada to see to it that these very things are done which my hon. friend and I so much desire. I compliment my colleague from Halifax upon bringing this matter to the attention of the Minister of Marine and the committee, but I think it would be well if he would allow the amendment to stand until the minister has had an opportunity to discuss it with the Justice department to see whether it might in any way lead to a conflict between the government railways of Canada and the board to be appointed under this legislation.

Mr. WOODSWORTH: Speaking to the subsection under consideration I would like to associate myself with those who are urging that the government should not in any way undermine the principle of the Civil Service Act. It has been found necessary because of the incompetence of the various harbour boards that they should be brought under the direct control of this government. The local boards apparently have been very unsatisfactory. The minister himself has said that the waste has been shameful, and so on. It does seem to me that under those circumstances it is highly desirable that we should start off in the right way. If there is any sense whatever in having a large number of government