

Loup to Montreal is the best paying section of the Intercolonial, and has the easiest grades, as well as a large traffic. Its receipts go to swell the central region fund, thus helping to reduce the cost of operations of that region. The traffic originating in the Maritime provinces for Montreal and which should be credited to the Atlantic region arising as it does either from industry in those provinces or from imports through the port of Halifax and St. John, goes instead to the credit of the central region; it is not credited to the Intercolonial. Moreover, freight accumulating at Montreal for the Maritime provinces, either purchased by our people or directed to be sent to our ports, is undoubtedly traffic which in all equity should be credited to the Intercolonial railway in the Atlantic region. But this is not done. Indeed, I find that the traffic over the Central Vermont down to Portland and New London is also credited to the central region; and the traffic on the Grand Trunk from Chicago to Portland through Montreal and, as well, down to New London, is likewise credited to the central region. So that the earnings of one of the best paying pieces of railway in Canada and the United States, the Grand Trunk from Chicago east in American territory, which has a considerable earning capacity and a great surplus, are all credited to the central region which has its headquarters in Toronto and radiates east and west, north and south. Yet the ex-Minister of Finance, coming from the province of Ontario, tries and I say this advisedly, to throw cold water upon any attempt that is made to secure a reduction in rates for the Maritime provinces, endeavouring to make out that it costs \$1.23 to earn \$1.00 in the Atlantic region as compared with a cost of 83 cents in the central region, notwithstanding that the central region takes to its credit all the earnings of the best paying pieces of the Atlantic roads, including all the traffic that originates in the city of Montreal and that which goes from the Maritime provinces west. This I say is absolutely unfair. At least, the Intercolonial railway should be credited with the earnings in connection with freight that originates in and destined for the Atlantic region.

I had not the pleasure of hearing the junior member for Halifax (Mr. Black) deliver his maiden speech in this House when he spoke on the Address in reply to the Speech from the Throne. I was unfortunately compelled to go south owing to ill health; I went early in January, returning in March and therefore missed practically the whole of the hon. gentleman's speech. However, I have since had the

[Mr. Finn.]

pleasure of reading it. My hon. friend in his opening remarks expressed his felicitations with reference to the announcements of His Excellency; extended his sympathy to the Minister of Finance (Mr. Fielding) and the late Minister of Justice (Sir Lomer Gouin); and also complimented the Acting Minister of Finance (Mr. Robb). After that introduction he entered upon a discussion of the position of Nova Scotia, dealing with her present conditions and her future prospects. With a great many of the statements of the hon. gentleman I am heartily in accord; but there are some things that he said which I think might better have been left unsaid. I do not think it came with very good grace from the hon. gentleman on his debut in parliament to try to convey the impression to the people that all the patriotism and all the national spirit was embodied in members of his own party, while hon. members on this side of the House were if anything devoid of all national sentiment. Perhaps before I conclude I may be able to convince my hon. friend that when it comes to practical loyalty and real national spirit we on this side have our full share, whereas some hon. gentlemen opposite, including my hon. friend himself, may be considered as being rather deficient in this respect. The hon. gentleman says:

It is true that for many years past, I have given allegiance to the Conservative party.

From which we may gather that he has ceased to give that allegiance. If he has, he should not be where he is; if he has not, he should not have said what he did say.

I believed in the principles of that party; I believed in confederation; I believed in the wisdom of uniting the British communities of North America in one Dominion. I believed in the National Policy, and I believed that never was national decision more wisely made than when at the outbreak of the Great War, Canada's government of the day placed itself and the country unreservedly on the side of those who sought to repel German aggression.

The government led by the right hon. leader of the opposition followed the Union government, and its brief tenure of office reminds me of the young Irishman who when about to be sentenced to be hanged was asked if he had anything to say. He replied, "Yes, I am only eighteen years of age and about to die. So soon I am done for, I wonder what I was begun for." When my right hon. friend the leader of the opposition soliloquizes on his short term of office he may well say, "So soon I was done for, I wonder what I was begun for." I do not wish to do the hon. member for Halifax an injustice, but it seems to me he desires to revive the controversy which divided the people during the war. There were differences of opinion at that time