

do not know whether or not my hon. friends opposite read of what is going on in the east. I had always thought that the wise men came from the east, and after some remarks I have heard to-night I am more confirmed than ever in that opinion. The contract for the Halifax elevator has been let to the Cape Construction Company. The excavation is finished; one hundred and fifty men are at work setting up the forms. The elevator will be completed by October 1, and by November 1, grain shipments will be going through it. Sir Henry Thornton was asked in Halifax by Mr. George S. Campbell, ex-president of the board of trade, and president of the Bank of Nova Scotia, whether or not the elevator would be utilized when completed. I was rather surprised at that question, because when Mr. Campbell was president of the board of trade he was always wanting an elevator built at Halifax, but when it was going to be built then some people did not seem to want it. But the answer of Sir Henry Thornton was that he could give the assurance that when the elevator was built it would be utilized. He said grain would be put through it, and that with the development of the port of Halifax perhaps more than one elevator would be required. Some hon. gentlemen opposite took a trip last year to that city by the sea. I regret that owing to personal reasons I was unable to be with them; my heart was with them anyway. I think they left Halifax feeling that they had been well looked after, well fed and in good spirits. Listening to the remarks of some hon. gentlemen to-night I have come to the conclusion that they are no longer hungry and that the spirit is not moving them, because they said some things in Halifax that made us believe that their efforts in this House would be in the direction of making Halifax a great national port. I would ask hon. members to turn their minds back to the period between 1914 and 1918, and to picture the inner harbour of Halifax, known as Bedford basin, with 135 ships carrying troops, ranging from the size of the *Olympic*, 46,000 tons, down to ships of 5,000 and 6,000 tons, to say nothing of the utilization of that port as a naval base. And now we are told that we are no longer to participate in the great national port development of this country, and we are to be questioned as a child as to whether or not grain is going to go through an elevator there. We are told the expenditure is useless. Mr. Chairman, if they are not doing anything to widen the breach, they are not doing anything to help better the situation in connection with the development of Canada and her greater nationalization.

My hon. friends talk about the Hudson Bay railway. I have nothing to say about it except this, that the ships will have to go in there through icebergs, and it will then be a question as to what Lloyd's will have to say as to the insurance rates, but if the government of this country, and the late government have obligated themselves to building that road, then I say they are morally bound to continue that effort when the finances of this country will permit. But we are not so situate on the eastern seaboard of this great Dominion, and my only reason for speaking to-night, Mr. Chairman, is that it makes me feel sick at heart when I hear hon. gentlemen opposite speak as they do in reference to port development at the city of Halifax, and when I look across the floor and see my colleague, the hon. junior member for Halifax, who from the very inception of this grain elevator at Halifax, has helped it by damning it with faint praise, I say he has not stood up for the interests of Halifax. He can make a speech in reference to secession while failing to look after the interests of the port, but I would like to say to him that this afternoon I received a postal card, which I have in my pocket—

Mr. McMASTER: An economical correspondent.

Mr. FINN: Economical people come from the east, not from Brome. The card is headed Halifax Ocean Terminals. On the left is marked "Grand Desert," which is a very strong Liberal section as the junior member for Halifax knows. Next comes Chezzetcook; my hon. friend has been there, or if not his emissaries have. Further along is Musquodoboit, and then I see in pencil Finn's elevator, and across the way is Finn's Dartmouth pier, and then there is a steamer going down the harbour, and it is labelled "Bill Black's Canadian (Norwegian) ships (tubs)."

When my hon. friends opposite speak of bringing back Nova Scotians to our land, of bringing back our hardy fishermen to our three-mile limit seas, of bringing back our sailor lads to go on our own ships, I wonder if my hon. friend the junior member for Halifax has any ships under his management flying the English flag or having on board a Nova Scotian as a sailor. Actions speak louder than words, and when I hear hon. gentlemen in this House, and particularly the junior member for Halifax, with his seniority of years, making such statements it too makes me sick at heart, and almost makes me feel that any humble effort on my part in this House is in vain, but it will not be if I can help it.