

expand and develop our oriental trade through the means we have found so satisfactory in the past. We suggest, so far as it is possible for us to do this, that contact and communication by Canada with foreign powers should be maintained through a single office speaking with authority as a single voice representing all communities of the commonwealth. If necessary Canada can have representation in those offices for discussion, for the presentation of her views; but the league or commonwealth of the British communities is the greatest assurance the world has of its peace to-day, and now we are going to make it possible that some man with a strong determined view, yielding not to pressure or to compromise, may for this country speak with a voice different from that of the other communities of the empire and thereby imperil its solidarity and unity and destroy the whole idea that underlies this free community of nations we call the British Empire.

For that reason, without elaborating the matter further at this late hour, I am compelled to place myself on record as against these proposals with all the implications that are involved—and the implications are more powerful still—the implications of protection in a foreign land, when Canadians rush to their own flag to find protection in their own legation. Where are our fleets? Where are our police? Armies are but policemen; where are they? Where are our police patrols—our cruisers abroad? Where upon the high seas are our destroyers, as Kipling says, “the stripped hulls, slinking through the gloom”? In the east to-day we find ferment, great conflict of ambitions between China and Japan. Some day China will be consolidated; some day their internal differences will be settled. Then we have those ambitions clashing in Manchuria, and we know what has taken place there. Manchuria is our great rival in the production of wheat for the great flour mills of Japan. Questions of trade we can understand; but when other moments come; when difficulties arise; when British subjects rush for the protection of their own country, to their ministry, to their legation, the implication is at least that we can afford some protection. What protection can we afford? None. This is putting on show, a pretence, without having behind us power, authority or means with which to assert ourselves should difficulties arise. And the same reliance which in days gone by we have had to place upon the fleet and might of England, the taxpayers of England, to protect the lives and property of our citizens, we shall once more have to place upon them as against this bogus repre-

sentation of nationality, this false representation of sovereignty which we do not possess and which places us in the eyes of the world in a position wholly unwarranted either in fact or in law.

Amendment (Sir George Perley) negatived on division.

SUPPLY BILL—CANADIAN NATIONAL RAILWAYS
—HALIFAX HOTEL

Hon. J. L. RALSTON (Minister of National Defence): Mr. Speaker, I want to say a word, on the third reading, with regard to the item which was under discussion this morning and as to which I stated that I would forego my right to speak at that time in order not to delay the passage of the bill. I will take the time of the house very shortly, but I feel that there should be placed on record one or two matters with regard to the observations made by my right hon. friend this morning so that my remarks may be read along with his.

First, with regard to a suggestion which my hon. friend made to effect that definite subscriptions had been made by the Canadian Pacific, I now have information which shows that the subscription must have been of the most informal kind, because, as I now ascertain, the scheme of capitalization of the present Lord Nelson hotel project was not completed until October 7, 1927. I find that the original capitalization of that company as it appeared on the records in Nova Scotia in 1926 was 8,250 preference shares and 16,500 no par value shares. I find that that same capitalization continued, no change being made until a special resolution was filed on October 7, 1927, when for the first time on the official records appeared the capitalization which had been the subject of all the discussion and advertisements during the summer, namely, a capitalization of 6,400 preference and 3,200 no par value shares. I refer my hon. friend to that when he suggests that some subscription was made, as he said, prior to August 1st. I point out to him that if such a subscription was made it was not made to the present shares on which the operation of the company is founded. This indicates to me, and, I think, to the house, that there had been an entirely informal and tentative dealing with this matter until some time after the Canadian National Railway announcement.

Mr. SPEAKER: Might I inform the hon. gentleman that there is no amendment, but perhaps it is a question of privilege or personal explanation.