

Thornton will do his duty by the people of Canada. I look upon him as one of the biggest assets which this country possesses. If he never directed that technical mind of his to the administration of this railway, but devoted himself to the interests of the people of Canada generally, and applied himself—possessed as he is with a wonderful personality—to the future development of this country, we would not be paying him too much when we paid him \$50,000 a year. But having taken hold of the railway system and, within a little over a year, established an esprit de corps in every part of the system, he has made the men feel that the road belongs to them and to the people, and that it is their child to look after, to nurture, to develop and to work for. Under these circumstances the road cannot fail; no more can Sir Henry Thornton fail.

I therefore say, Mr. Speaker, in reference to the Canadian National Railway system and its operation, that the cutting down of and final obliteration of the deficit within a few years will be largely the work of that wonderful mind, of that great railway magnate, who has associated with him capable men as his assistants, to gather in the business for the railroad and to give to the people a first-class service with up-to-date equipment, modern trains and quick despatch.

These are the outstanding points in Sir Henry Thornton's management, and I think it is only fair that expressions of this kind should come from hon. members in this House; for I believe that Sir Henry Thornton's heart is in this country and with its people, and the one thing that will encourage him will be the success not only of the Canadian National system but of the people who make up our population of eight millions to-day.

I desire now to put on record a comparison of the exports from Halifax, Nova Scotia, and St. John, New Brunswick, for the years, ending March 31, 1920-24 inclusive, as to both quantity and value of wheat, flour, apples and general merchandise shipped from these ports.

I am not going to read the details of the statement, but I will submit it for publication, because it is food for thought not only for hon. gentlemen in this House but also for the people of the country who have at heart the future welfare of the port of Halifax. The figures I am about to give are interesting as showing the relationship of Halifax to its sister port of St. John, and the relationship of both these ports to the rest of Canada. And I hope that especially the two hon. gentlemen who occupy seats in this House representing St. John, as well as other hon. gentlemen from New Brunswick and Nova Scotia, will take the facts into consideration. I find that during the five years referred to the total quantity of wheat exported from St. John was 48,792,175 bushels and from the port of Halifax 2,861,612, leaving a balance in favour of St. John of 45,930,563. The value of general merchandise exported from St. John during the period 1920-24 inclusive was \$229,082,492, while the value of the general merchandise exported from the port of Halifax during the same period was \$116,883,558. This, it will be seen, leaves a balance in trade value in favour of St. John of \$112,198,934. Now, the total value of exports from St. John during these years was \$354,214,082, and the total value of exports from Halifax amounted to \$173,255,633; or a trade balance in favour of St. John to the extent of \$180,958,449.

I come now to the export of wheat for the four years prior to 1920, that is to say, for the period 1915-19. I have not given this period in conjunction with the figures I have just quoted, because I have not the value of the products for these years. I find however that in 1915 we exported 588,657 bushels of wheat from Halifax whereas there was exported from St. John 5,966,542. Lesser amounts for Halifax in the four succeeding years total 5,161,818 bushels as against a total from St. John of 40,749,860. In other words, there was a balance during those four years in favour of St. John of 35,588,042 bushels.