

carrying out what he had undertaken to do in the statement he made. But the thing is to ascertain what is right and to proceed to have it done. That is all we ask in the Maritime provinces, and such a request is not, I think, unreasonable. My hon. friend from Halifax (Mr. Black) rather left the impression in this House, in Nova Scotia and in my own constituency that I had sat idly by and had not pressed the claims of the city and county of Halifax. Let me say that, contrary to my doctor's instructions after a very serious operation last May, I came into the House of Commons on the night of June 29 last on crutches and at four o'clock in the morning got on my feet and raised my voice in behalf of Halifax, urging that an appropriation be voted for the elevator to which my hon. friend has referred. And who, if I may put it that way, gave me the run for my money? No less a person than the ex-Minister of Finance (Sir Henry Drayton). When the estimate was brought down for the construction of a grain elevator at Halifax amounting to \$200,000—I am sorry that my hon. friend from Halifax is not now in his seat—the following debate occurred:

Mr. Meighen: The information I have is that there was an elevator there that had a little grain in it some years, and for some years none. I fancy it was burned down. Any way it is not there now. I had a return on this the other day. I think it was used substantially just once. I believe it was partly built by the railway and partly by the city. At any rate there were joint contributions. Can the hon. member tell us just what special event the government has in mind that caused it to deem it the part of wisdom to build a large elevator there?

Mr. Maclean (Halifax): I have been personally advised by two or three of the largest shipping companies using that port during the past winter, that a modern elevator of a million bushels capacity would be of great service to the port and of some use to shipping. At the present time a great deal of shipping might go to Halifax were it not for the reason that they are unable to secure grain cargoes for a portion of their carrying capacity.

Sir Henry Drayton: Could the hon. gentleman not think of something that might be useful to Halifax and at the same time would cost a little less money?

Mr. Maclean (Halifax): I am told by shipping men, business men of Halifax that this expenditure would be extremely useful to the port of Halifax. I believe that is a fact. The quantity of shipping which enters or leaves any Canadian port is largely determined by whether or not they can obtain a partial loading of grain. That is necessary as regards the port of Halifax.

Sir Henry Drayton: My hon. friend knows perfectly well that Halifax has not handled grain for years, except during the war. When there was the grain to handle, the elevator handled it all right. But the business there is absolutely negligible and must be so as long as we have a charge for hauling grain on the railway and railway costs are heavy.

Mr. Macdonald (Pietou): My hon. friend overlooked one thing, namely that the quantity of grain moved depends upon whether ships will be available to carry it. Contracts to carry grain are not made by the railway people themselves, and the grain broker

who wants to ship to Liverpool will ship via Halifax if there are facilities and ships there to carry the grain. During the past few years merchants have not been regularly shipping to Halifax because there has not been space. Indications are that this space will be obtained and work will come for the elevator. My hon. friend ought surely to encourage the idea that we should have facilities in our ports in winter for shipments of grain instead of sending the ships to American ports. If he wants to oppose the idea that we should have within our own boundaries and harbours facilities by which Canadian produce can be carried abroad and imports can be brought to our ports, that is a very curious policy. If he wishes to have the ships in winter going to Boston and other American ports instead of to Canadian ports, that will be the policy of my hon. friend.

Sir Henry Drayton: My hon. friend always conveniently forgets everything he likes to forget. There is another winter port, that is neither Portland nor any other American port, and that is St. John. He also forgets that usually grain travels by the cheapest railway route.

I may say to my hon. friend the junior member for Halifax, to the leader of the opposition, and to the ex-Minister of Finance, that the elevator is absolutely necessary and is going to be built; and I hope to see it in operation when navigation closes on the St. Lawrence. It has not been so far started owing to the fact that the plans drawn by the engineers of the Canadian National Railway system and the technical engineers who were called in were beyond the requirements of the port not as to capacity—because that remains fixed—but from the point of view of machinery needed. The requirements in this respect are such that a considerable reduction can be made, and the Minister of Trade and Commerce in the interests of economy has ordered a revised specification. The matter has been in the hands of the Railway department and the report of the engineers will be dealt with by the minister, tenders will be called for and the elevator will be built. My hon. friend wanted to know about the promised Dartmouth pier. I can inform him that the Dartmouth pier is already under construction, having been begun over two and a half months ago, giving employment to a good many men who were out of work. The necessary pine is being brought from the southern states and will arrive either tomorrow or the next day. When it comes construction will be started immediately and the pier will be completed to connect up Dartmouth with the Canadian National system to Windsor junction. On the completion of this work I hope that the relation that Carleton bears to St. John, Dartmouth will bear to Halifax, and that Dartmouth will share in the business of the port. I am looking forward to beneficial results to the town in which I was born. I have one more quotation and then