

Mr. FINN: The matter of building the new elevator at Halifax has been gone into very carefully by Sir Henry Thornton and his technical officers in connection with the movement of grain through eastern Canadian national ports in winter. I may say for the information of the hon. member that by the removal of the differential of one cent over St. John, Portland, New York, Philadelphia, New London and Boston, Halifax will in future enjoy the same grain rate as all other Atlantic ports both in the United States and in Canada. The rail haul is somewhat greater, but that absorption must be taken care of by the country as one of the national necessities. There is no man in this country, nor is there an hon. gentleman in this House, who will not admit that we in the Maritime provinces are entitled to have our national ports developed. We do not intend to permit the ports of the United States to be used by our western Canadians when the ports of eastern Canada can be developed and utilized. When the four eastern provinces entered confederation they gave to this country, in their ports, a great national asset which is of advantage to the whole Dominion from the Atlantic to the Pacific. Are we to be told by the newcomers to the west that we are not to share in the grain traffic by its shipment through our national ports in winter, but that of necessity it must go via Buffalo, New York or Portland? Our western friends must remember that we have some rights. I do not believe the solution of our difficulties will be found in separation, whether of a fiscal character or by absolute secession. These words are not in my vocabulary; they are not part of my programme. But I would direct the attention of hon. members to the resolutions that have been passed unanimously by the Nova Scotia legislature and to the platform adopted by the Conservative party in Nova Scotia in connection with the provincial election which is to take place within the next two months. The Conservative party in Nova Scotia state that we must take charge of our fiscal policy, of our fisheries and of our Intercolonial railway, and that if we cannot get a recognition of our rights from the federal authorities, the only alternative is an appeal to the British parliament, which means the withdrawal of Nova Scotia from the federation. The hon. member for Brantford (Mr. Raymond) has said that the only trouble with Canada is that we are not one hundred per cent Canadian. What we want in this country is one hundred per cent Canadians. Last year I ventured the statement in this House that

[Mr. Gardiner.]

if there was a refusal to send grain through our Canadian ports in winter the government should consider the advisability of imposing an export duty on grain shipped through foreign ports, and in the report of the grain commission I find that very solution recommended to the consideration of the government. An examination of the figures with respect to the business done through the port of Halifax from last November until the end of April will show that there has been an increase of over 100 per cent. More than 165,000 tons of shipping went through in one week, and eight or ten of the biggest liners were landing passengers and freight at Halifax and going on their way. I am told on responsible authority that if we have a terminal elevator at Halifax and if these shipping concerns, such as the Cunard, the White Star-Dominion, and the Donaldson lines, could be assured of basic cargoes of grain at Halifax, they would make that port their western terminus. They would load and unload freight there and save a day going to Portland or New York and a day on the way back, which would enable them to make two more trips during the six months' sailings from the Old Country to Canada. Our Canadian west to-day is practically gridironed with railways which have cost the country two billion dollars, of which the Maritime provinces have paid their proportion. We have only one line of railway in Nova Scotia. We are not enjoying the fruits of the Transcontinental. A short line has been built, the Long Lac section, connecting the Canadian Northern up with the Transcontinental and providing easy grades through to Quebec and one to Moncton, and thence to St. John and Halifax. If that road is utilized there will be no difficulty in sending through the port of Halifax in winter sufficient grain not only to keep this elevator going but to require the services of another as well, or perhaps an enlargement of the elevator, now under construction in accordance with plans drawn under instructions of the hon. Minister of Trade and Commerce. The hon. junior member for Halifax a few moments ago made reference to the old elevator at Halifax. That elevator is a thing of the past. It is a wooden structure and the insurance rate is so high as to make its use by shippers out of the question. The new elevator is situated at the new terminal and is part of the national terminal system inaugurated by the then Prime Minister of Canada, Sir Robert Laird Borden, in connection with the great scheme of ocean port development at Halifax. The elevator is now being constructed. I