

*The Address—Mr. McCleave*

per 100 pounds, had become \$1.05 by January 1, 1958, an increase of 118.8 per cent in the same period or almost 100 per cent more than in the other case.

The explanation of the discrepancy in the percentage rise between the two rates is again that competition sits hard on the railways in Ontario and Quebec. The solution to such a problem is not easy to see. The problem may solve itself should the St. Lawrence seaway bring about a coastal trade between central Canada and Atlantica. Nobody, I think, can foretell that this coastal shipping trade will spring up or will provide a solution, but the thought of it is at least a consolation that better days are ahead.

I realize, that in expressing that opinion I run contrary to the views of many mariners who fear the St. Lawrence seaway. Time will either confirm or dispel the fears. But in the meantime we of that area ask the Minister of Transport (Mr. Hees) to direct the present survey committees which are studying Atlantica problems to look into these matters too.

A few weeks ago, the new federation of West Indies islands was born. Halifax regards itself as the gateway to this federation, although Saint John may also put in a claim. A Canadian group, including several ministers, travelled south to watch the new nation in its parliamentary birth. I am sure Canada will do what it can to help this new nation.

Halifax county is the finest place in Canada or is for two of the members of this house, but in recent months our skyline has been marred by eight strike-bound ships of the Canadian National Steamships fleet. It is perhaps an oddity of the election campaign that a Liberal candidate chartered a dory and rowed out to the fleet. I do not know what he said but I presume it was not complimentary to the government. The eight ships formed a poll—number 359 is its place in electoral history—and the voters aboard the ships voted very strongly Conservative. I hope that my Liberal opponent found the air bracing in rowing to and from the ships.

But this was not the only paradox in the election campaign in Halifax riding. The other concerned the message of trade preached by our opponents. When Liberals appeared at the waterfront, bounding about the piers and declaiming that Conservative trade policies were ruinous, the workers had a simple reply—old grapefruit, old oranges and, to provide protein, some old lettuce. There should perhaps be a word of explanation as to this. Two years ago more than \$392 million of Canadian overseas exports and imports were not routed through Canadian ports.

This was as a result of Liberal policy. It is something about which we in the port cities of Canada are most concerned.

Some solution must be found, but free of coercion of Canadian business, to give our Atlantic and Pacific ports more business.

As for the Canadian National Steamships strike, the general feeling in our riding is that, regrettable though the strike is, the parties should not be put to compulsory arbitration. Whatever happens to the fleet, I hope that Canada will keep in mind the growth of that new nation in the Caribbean.

In his speech the Prime Minister made considerable reference to the rights of parliament and the strengthening of this institution. May I recall that a few months from now will occur an anniversary which should be of interest to this house. On October 2 Nova Scotia will observe the 200th anniversary of the first legislative assembly to meet anywhere in what is now Canada. Nineteen men met in the old court house at Halifax on October 2, 1758. They were citizens, I suggest, quite disinterested in anything but the highest service for upon checking ancient records I find that the 19 unanimously decided they would serve without pay for that first session. I hope this will not be considered a precedent to cut our stipend.

I should like to note what many historians have written, that the legislative assembly of Nova Scotia was the first to be established in the British Empire, as it was then. However, Bermuda and the Barbados, and possibly Jamaica, preceded my province in the establishment of legislatures. However, Nova Scotia does lead in Canada. It was not until 1773, or fifteen years later, that Prince Edward Island followed with a legislature, and in 1786 New Brunswick. Both Upper and Lower Canada had legislatures in 1792. This 200th anniversary will be commemorated by a special postage stamp issue later this year, for which I believe much of the credit must go to my minister, the Minister of National Revenue (Mr. Nowlan).

As a professional journalist who has spent time in the parliamentary press gallery, I should like to make two suggestions for the consideration of the government. The first is that extra space be provided for the gallery. Some eighty members now occupy space that more properly holds twenty-five or thirty. From time to time, while housecleaning, an absent-minded member of the gallery is apt to sweep not only his old notes but also the new notes of a colleague into the wastepaper basket. This has happened. The day will surely come when private radio stations seize upon this great source of news, the House of Commons, and will wish to place