

intentionally. My honourable friend may be able to explain, and probably will explain, that St. John is to be counted in. But it is my duty to bring this matter before the Government for serious consideration. We in New Brunswick are not in a very happy position: we have not intelligence enough to be represented in the Government. Many of our representatives have shown their popularity, or their jocularly, but the Government do not seem to recognize their value sufficiently to take them in. This will be viewed by our people down there in a more serious way than we may at the moment suppose. There is, as I have said, an immense dock at St. John, and there is no reason why ships should not be built there. In Belfast, where great ships have been constructed, the people had neither coal nor iron; the plates and the girders all had to be conveyed there and erected. The same thing can be done at St. John; the only drawback, or the bar sinister, would be the haulage from Nova Scotia—from Sydney or wherever else the plates are rolled. There need not be a bar sinister, because in the summer the shipments can come in by water, and as to the winter, there is no reason why the Government, which is endeavouring to assist various industries in this country, should not give them some assistance. I shall not detain you on this question, as I have so little support in this House fighting for St. John. We have only a few members, and they have gone home happy. The welfare of the individual, I suppose, is of greater importance than the welfare of the nation or of the province. Perhaps I may be out of touch with the situation; but I desire to bring this question, in a friendly, sensible way, to the attention of the Government. Did not New Brunswick at one time have the third largest fleet of ships in the world? Did it not build the Marco Polo, which in her day was the fastest vessel sailing the ocean on this side of the Atlantic, or perhaps anywhere? The same talent is there to-day and the same desire to develop along the lines of the development of the Dominion. The people of New Brunswick desire to have their part in any development that may be contemplated. They want only to be placed on the same footing as other shipbuilding provinces, and not barred. The impression is, as an honourable member has said, that this proposal is for the establishment or maintenance of certain firms. I do not take that line at all. I am

Hon. Mr. DOMVILLE.

looking to the Government as a kind of salvator mundi.

I understand that in another place the Premier stated that he had been misinformed about fuel. Winter will not be long in coming, and we shall find ourselves confronted with the fuel problem. I dare say the Prime Minister has been misinformed. I think that if he had been properly informed he would have taken a different view. Now, I would point out—perhaps it is the last time I shall ever bring up the question—that there is an abundant supply of fuel in New Brunswick. There is oil enough in that province to run almost the whole country, yet there has not been a friendly reference to it except what was stated by my honourable friend the leader of the House a couple of sessions ago: he said he would do what he could. We shall soon have the winter with us, and every month is vital. Let us get started and produce. If there were any doubt as to whether coal or oil should be produced, or any doubt as to the quantity or the available markets, or the requirements, I would certainly feel that the Government were justified in giving New Brunswick the go-by in regard to fuel or shipbuilding. We have nobody in New Brunswick of sufficient intelligence in the eyes of the Government to be in the Cabinet to protect our interests. If there were anybody he would not remain there long; he would be hurled out of the province. I make these remarks, as I said before, for the purpose of asking the Government if St. John is to get its share in the shipbuilding industry. I think the answer given by the leader of the Government put this Bill in even a worse light than I thought it was in yesterday. I can quite understand that there might be some justification for the Government coming down with a Bill of this kind, and asking the country to endorse notes for the purpose of keeping busy shipyards that are already established; but I think it is a very bad policy to pass legislation encouraging other shipyards to start up when those that we already have apparently not sufficient business.

Hon. Sir JAMES LOUGHEED: Do I understand my honourable friend to advocate the exclusion of all yards that hereafter come into existence?

Hon. Mr. BOSTOCK: No. The point I am trying to make is this. The shipbuilding industry is like any other industry in the country: it should be run on business lines. If there is no business for