

*The Budget—Mr. McIntosh*

ductions have been in round numbers as follows:

## Under Liberal Administration

Year	Amount of Debt Reduction
1926.. . . . .	\$22,000,000
1925.. . . . .	345,000
1924.. . . . .	36,000,000
1907.. . . . .	3,250,000
1904.. . . . .	750,000
1903.. . . . .	10,000,000
1900.. . . . .	750,000

Now what about Conservative administrations, during the time that has elapsed since confederation?

## Under Conservative Administration

Year	Amount of Debt Reduction
1871.. . . . .	\$ 500,000
1882.. . . . .	1,750,000
1912.. . . . .	125,000
1913.. . . . .	25,000,000

In other words, the total reductions under Conservative administration since confederation amount to \$27,000,000 as compared with a total reduction of over \$73,000,000 under Liberal administration, so from the standpoint of comparison with previous budgets, this one is certainly a success.

Now looking at it from another point of view there is in this budget a real touch of nationality, and that touch of nationality is found, so far as I am concerned, in the statement of the Finance minister that the British preference in the years to come shall be applied only in cases where the goods are shipped direct to Canada, where they are carried from one portion of the empire to another without any transshipment; that is when the goods are landed at any ocean, lake or river port of Canada. That is an important thing, Mr. Speaker, for the building up of inter-imperial trade, and also for giving a chance to our Maritime ports on the east and on the west. I have here a book edited by Watson Griffin. It is an epitome of industrial Canada, and I am sure my protectionist friends will not quarrel with what I read from it. I shall quote an important line or two from an article headed "Patronize Canadian Ports." This is an important question to-day for Canada, and I believe that the feeling of hon. members, no matter on what side of the House they may sit, is that as a people we ought to face and solve this question as fairly as possible; and if there are economic grievances and other difficulties before us, let us do our best as a people to meet and solve them in the interests of a greater Dominion. This writer says:

A considerable part of the export and import business of Canada comes through United States ports

[Mr. McIntosh.]

in winter. This is not because Canada lacks good winter harbours of its own. It is chiefly due to the fact that the railway systems of Ontario and Quebec made connection with United States ports before the ports of the Maritime provinces were connected with central Canada by the Intercolonial railway and because old established ports with numerous steamship lines attract business for the same reasons that the well established industries of an old manufacturing country have an advantage over the young industries of a new country.

It is as desirable that Canadian business should be done through Canadian ports as that goods for Canadian consumption should be made in Canadian factories. The business that goes through Montreal and Quebec in summer should pass through St. John and Halifax in winter. The government commission which has been appointed to study the transportation question should devote special attention to this problem. Canada cannot be commercially independent so long as our business is done through United States ports.

And then the book says further:

The best way to put an end to such threats is to do all our foreign business through Canadian ports in winter as well as in summer.

Another way would be to make the Canadian preferential tariff apply only to goods imported direct through Canadian ports and ask the British government, in case of a preference being given to colonial products to make it apply only to goods shipped direct from colonial ports to Britain.

And then later on:

Owing to the fact that so much Canadian business goes through United States ports in winter the impression prevails in both the United Kingdom and the United States that Canada has no ice-free Atlantic ports.

And then it goes on to name ports of the Maritime provinces, such as Louisburg, Liverpool, Yarmouth, Halifax, St. John, and St. Andrews. I think the pronouncement in the budget on that subject is an important one.

Mr. CAHAN: Does my hon. friend approve of the statement he has just read with respect to doing business through Canadian ports?

Mr. McINTOSH: So far as it is possible, and still do justice to all other portions of Canada, we ought to send every ounce of grain we possibly can through these Maritime ports.

Another important announcement in the budget was the one with respect to the duty on automobiles. That matter had been discussed previously in this House, and when the hon. member for Macleod (Mr. Coote) moved his resolution in favour of a reduction of the duty no amendment was brought forward in opposition to it. This would lead one to believe that since parliament is supposed to be the mirror of the country, since parliament is the nation writ small, so to speak, then the government of the day certainly had the right to take the stand that it did and reduce the duty on automobiles.