

Mr. A. K. MACLEAN: What was the dimension of that timber?

Mr. STEVENS: Large dimensions. The same is true of Quebec, St. John and Halifax. During the last two years every port on the Atlantic coast has been buying millions and millions of feet of timber from British Columbia.

Mr. A. K. MACLEAN: I am referring to long timber, which I know comes to the eastern provinces by rail.

Mr. STEVENS: I am referring to shiploads of timber, whether you call it long, short, or any other kind.

Mr. A. K. MACLEAN: An occasional shipload may come from British Columbia to the Maritime Provinces, but not enough to justify the construction and 9 p.m. operation of two steamships.

This vote, which contemplates the construction and operation of two steamships, is not really a vote of the Intercolonial railway system, and we ought not to be asked to pass it upon that basis. If the Intercolonial railway are going into the steamship business they should not purchase wooden shipping at \$125 per ton; they should wait until steel tonnage is available, because for the present and for possibly a year or two there will be very little traffic between the Pacific coast and the Atlantic coast. If this vote is for developing trade between the Atlantic and the Pacific coast, and as it is the judgment of hon. members that that should be done in one form or another, it should be done by a subvention granted to a company experienced in the operation and management of steamships.

Mr. STEVENS: My hon. friend and other hon. gentlemen opposite have referred very slightly to the trade between the eastern part and the western part of Canada. I will enumerate, as far as I can, some of the things we want to buy from the East and some of the things we sell to the East. For instance, through my efforts, a large nail factory on the Coast changed its purchases of steel rods from Great Britain to Nova Scotia, and it is now buying from the Nova Scotia Steel Company about two or three carloads of steel rods per month.

Mr. A. K. MACLEAN: When did that happen?

Mr. STEVENS: It is going on now.

Mr. A. K. MACLEAN: When did it start?

[Mr. Stevens.]

Mr. STEVENS: Within the last two years.

Mr. A. K. MACLEAN: The Pacific coast, of course, would be glad to buy steel rods from any place to-day.

Mr. STEVENS: This firm desired to buy them in Canada and it was through an arrangement made with the Intercolonial railway and the Nova Scotia Steel Company that the transaction was effected.

Mr. A. K. MACLEAN: They could not get them in Great Britain.

Mr. NESBITT: Or in the United States.

Mr. STEVENS: We buy from Ontario large quantities of wire fencing and all manner of agricultural and milling machinery. Practically all our saw mill machinery comes from Ontario and Quebec. We have to transport that by vessel, or we have to pay a very high rate of freight for the long haul by rail. We buy a great deal of our hams, bacon and other produce of that kind from Ontario or from packers in Seattle and Portland. British Columbia buys large quantities of canned goods for use in the mining camps in the northern parts of British Columbia and in the Yukon. Hundreds of thousands of dollars' worth of canned goods a year now brought from California, could be brought from eastern Canada—a considerable quantity is bought from eastern Canada now. When there was an occasional ship sailing from New York to the Pacific coast British Columbia dealers would buy the goods in eastern Canada, ship them to New York and from there to Seattle, pay the duty, and still manage to carry on the business. If we can buy in eastern Canada and bring these goods via the Panama canal direct to Vancouver or Victoria, that will eliminate the duty and will enable us to do business on what we consider a reasonable and fair basis. My hon. friend speaks slightly of the timber business. We do not deprecate the timber business of Nova Scotia and New Brunswick; we know there is a certain amount of it in those provinces. But for heavy construction, you have to get timber that is not produced in Nova Scotia or New Brunswick. For years and years you have been importing southern pine from Mississippi, Louisiana and Georgia. We can supply the finest of timber just as cheaply or more cheaply than you can get it from the southern states. Why then, in the name of Heaven, should not the western part of Canada serve the East with timber and the East supply the