

in Ottawa that nearly one hundred per cent of the imports into Canada were coming in under the preference given to Canadian ports. This of course applies to Montreal and Quebec in summer and to St. John and Halifax in winter.

Mr. GOULD: The reason I asked the question was that if grain were to find its way down to the port of Halifax in larger amount than at the present time, it would naturally make the ratio of outgoing freight greater than the amount coming back. I think some hon. member in this chamber a few days ago commented on the fact that about eighty per cent of the cargo space was taken on boats leaving the port of Montreal going out, and about forty per cent of the space coming back. It was out of all proportion. If we are going to establish a condition like that at Halifax, for instance, outgoing boats there will have to carry the burden of transportation to the ultimate port. The incoming boats will not. Therefore, since the hon. member mentions the matter of tariffs—and I do not think Cobdenism should have been discussed under this particular item to-night—he will not mind if I make the comment that moderate tariffs have killed the industries in the Maritime provinces. On the other hand, if we increase the British preference, the return cargoes into the port of Halifax will help to pay the cost of transportation.

Mr. GARDINER: I must apologize to the House for being responsible for the introduction of a second budget debate. I had thought, after twenty-four days of the budget, we would probably all be willing to forget it. I should like to say a word with regard to some of the remarks that the senior member for Halifax (Mr. Finn) made regarding the question which I put to the minister. Personally, I should be very glad to see the day when most, if not all of our grain, would be going through Canadian ports, but, as has been stated before, the question is one of transportation. I put the question to the minister in order to try to ascertain if there was any possibility of getting our grain through the port of Halifax. If so, I am quite sure I would be only too willing to support such a move. The senior member for Halifax (Mr. Finn) read us quite a lecture. In fact I felt that I had been properly spanked. Under the circumstances, however, I do not feel that I hold any grudge against him, but we must come down to the question of transportation rates, and that is the problem I should like the minister to explain to

[Mr. W. A. Black.]

the House before this vote passes. What is going to be done in the way of transportation rates that will in some measure give grain from western Canada an opportunity of going through the port of Halifax?

Mr. GRAHAM: The only answer I have to make is that it can be routed through Halifax now and it will not cost a farthing more than it does to send it to Portland.

Mr. SPEAKMAN: Will it not cost the National Railways a farthing more?

Mr. GRAHAM: I did not say that.

Mr. SPEAKMAN: I understood the National Railways and Canada were synonymous terms.

Mr. GRAHAM: Yes, but the hon. member who asked the question knew all about that. He was not talking about the National Railways. In fact, there is a kind of penchant to put everything on the Canadian National Railways when you cannot find anything else to put it on. I agree with my hon. friend; he was right there, but nevertheless the rate to Halifax for a bushel of grain from Winnipeg is just as cheap as to Portland, and if hon. members will route it to Halifax, it will be carried.

Mr. SPENCER: Can the minister give any reason why it is not going that way?

Mr. GRAHAM: One reason is, I suppose, that there has not been an elevator.

Mr. EVANS: I have listened to the two members for Halifax and I am not convinced yet as to the need for an elevator at that port, that is for the grain trade of the west. If the port of Halifax needs a grain elevator, the people there should build one, just as the people of Owen Sound are doing. Moreover, I have information that the cost per bushel capacity of the transfer elevator at Owen Sound will not be much over one-fifth of what it is at Halifax. I should like to know from the Minister of Trade and Commerce why it costs so much more at one port than another.

Regarding the statement of the Minister of Railways and Canals that it will not cost any more to carry a bushel of grain to Halifax than it does to Portland, the senior member for Halifax practically gave the case away when he said that he had some promise of the differential being abolished.

Mr. FINN: It is abolished. This is no promise. We have it.

Mr. EVANS: Then the deficit on the Canadian National Railways will be that much greater?