

put into this industry in our province by British and Scotch investors and by good Nova Scotians, and the result is that two splendid industries have been built up in the Maritime provinces that to-day are having the fight of their lives to keep their heads above water financially, and to give employment to the people who have made their homes round and about these two great refineries.

When we speak of the confederation pact in relation to the Intercolonial railway being built for the purpose of bridging the distance between the Atlantic provinces and central Canada and the West, we are told that we are talking ancient history. We are no more talking ancient history than were hon. gentlemen of the Progressive group in this House when they spoke of the Crowsnest pass agreement. That was an agreement entered into in good faith; it was an obligation, moral, legal and equitable. We may not have the legal right within the four corners of the British North America Act, but we have the moral and equitable right to demand from this parliament, from this government, and from the Canadian National Railway Board, that these arbitrariness and commodity rates be restored, and that these industries in Nova Scotia and New Brunswick be put back on the solid foundation, so far as rate structure is concerned, as they were on for forty years, and that they be given a chance for their lives. The wealthy industries in the same line in the city of Montreal have at their very door a million people for their customers, and we have hardly that number in the whole of the Maritime provinces. There is the great centre of Montreal, and the great centre of Wallaceburg, in the province of Ontario. The rate on raw sugar to-day from the British West Indies, from San Domingo and from Cuba to Montreal is the same as to the ports of Halifax and St. John. The rate on raw sugar from Halifax and St. John to Montreal, is only 25½ cents per one hundred pounds, while the rate on refined sugar, which does not vary in value one per cent is 52½ cents per hundred pounds. How can we bridge that difference. That rate was increased over a hundred per cent and we have 25½ cents to-day on raw sugar from Halifax and St. John to Montreal and 52½ cents—was 60 cents before the decrease of April 14, last, on refined sugar enforced by the traffic department of the Canadian National Railway system and Canadian Pacific. I ask you how would it be possible for the industries in these two provinces to absorb the difference between twenty-five and a half and fifty-two cents and a half, and then compete in the central markets of Canada with the refiners situate in the city of Montreal? Then, Mr. Speaker,

when I tell you that in summer time, when the St. Lawrence is open to navigation the water rate to Montreal is the same as it is to Halifax and St. John so that for six months in the year the Montreal refiners have the advantage of the whole 52½ cents per hundred pounds—because they have their raw sugar landed at the port of Montreal at the same rate as raw sugar is landed at the ports of Halifax and St. John—the nature of the competition which faces us in summer just as in winter, will be realized. Is that competition we can stand up against? No, Sir, it is not. So two years ago our industries were driven to acting on the principle that preservation was the first law of nature with them industrially. Accordingly they asked the steamship companies to quote them a rate on refined sugar from the ports of Halifax and St. John to Montreal. The rate quoted them was 30 cents per hundred pounds. They chartered vessels and moved sugar from these refineries to Montreal. Immediately that water rate of 30 cents became effective the Canadian National Railway system and the Canadian Pacific Railway Company brought their rates down to 30 cents, but as soon as Providence closed the St. Lawrence with ice up went the rate again to 52½ cents. Stability in rates? No such thing. No industry—let alone an industry in the Maritime provinces that has to fight for a place in the central and western markets of Canada—ought to be exposed to such rate conditions.

These are some of the conditions, some of the worriments, some of the anxieties that have been the lot of hon. members who support a government that in the final analysis is not to blame. I say that this government is not to blame because these railway rates were brought in under the War Measures Act—during the administration of Sir Robert Borden and the present leader of the opposition—which was put upon the statute books of Canada and used for a purpose for which it was never intended it should be used. But if these railway rates were made to serve that purpose during the war then immediately the war was over pre-war rates with moderate increases should again have been brought into effect and the old arbitrariness restored under which we might enjoy our proper place in the industrial sun. Well, Sir, that is a specific instance of the handicaps we suffer from in the Maritime provinces. I could go on and give you other instances showing how our industrial efforts are crippled and our industrial future threatened.

When you consider that over \$1,138,000,000 have been spent on the railway systems of Canada by the government and that we have