

chasing power in the hands of the Canadian people. What would that mean to Ontario and Quebec? The people of Nova Scotia and New Brunswick are large buyers of goods manufactured in Ontario and Quebec. All our beef comes from the western plains. Owing to his arduous labour the miner must have the best meat to sustain his strength so that he may continue unimpaired in the strenuous toil from which he makes his living, and as I say we get all our beef from western Canada. We buy all our clothing from Ontario and Quebec, and we get a good many other manufactured articles produced in the great province of Ontario. Look at a shovel in any house in Nova Scotia and you are sure to find on the back of it, "Steel Company of Canada." We do not manufacture smallwares in Canada although we have large steel works and many coal mines.

Our coal mines have undergone great contraction. There is one in my constituency—this is no exaggeration—where half the men have been unemployed for some considerable time. These men get on the train at noon, the workmen's train, which takes them seven miles to work because their own coal mines are closed. They go down in the three o'clock shift and they come up at eleven o'clock. It is two or two-thirty in the morning before the workmen's train brings them back again. To make matters worse they work only one day or perhaps two, and in the winter they are very fortunate if they get one day's work a week. That state of affairs should not exist. It is not as if we were looking for an artificial market; the market is there, as evidenced by the fact that 13,000,000 tons of coal are imported into Canada. We are not asking for the creation of an artificial market. Subventions are granted to aid coal going into eastern Ontario and that is all right as far as it goes; it is a palliative. But that does not fill all the requirements to enable the coal miners of Nova Scotia, New Brunswick and other provinces to get on their feet, pay their debts and have something over for the education of their children and to provide their families with the ordinary comforts of everyday life such as we have in Canada. As I say, we have those subventions, roughly about \$1,240,000, and in this house we have seen estimates amounting to \$1,840,000 for a superannuation fund for employees who, mind you, are in sheltered employment. The miners are not in any sheltered employment and they have nothing to leave to their families if death strikes as it often does when a rock falls or a man is crushed by a car. When this happens the miner's children are left fatherless.

When he goes to work they do not know whether he will come back to them at night. Yet we talk about a miserable subvention of \$1,200,000. I say that subvention should not be necessary if the rates on the Canadian National Railways were so regulated as to help the movement of goods from east to west. As it is now, the preponderance of assistance is in the movement of goods from west to east.

At six o'clock the house took recess.

After Recess

The house resumed at eight o'clock.

PRIVATE BILL

THOUSAND ISLANDS BRIDGE COMPANY

Hon. H. A. STEWART (Leeds) moved the second reading of Bill No. 59, respecting Thousand Islands Bridge Company.

Mr. CHEVRIER (Stormont): Will the hon. gentleman explain the purport of the bill?

Mr. STEWART: Mr. Speaker, the object of this bill is to make two minor amendments to the act incorporating the Thousand Islands Bridge Company. That act authorized the company to enter into an agreement of amalgamation or cooperation with a company in the United States, but it did not contain a provision authorizing the company to enter into an agreement with a government authority. The state of New York has constituted an organization known as the Thousand Islands Bridge Commission, and it will be necessary to amend the act to authorize the Canadian company to enter into an agreement with this corporation which has been constituted by the state of New York. There is another minor amendment to the bill providing for an extension of time and there are sections added to the bill which are applicable to this corporation that has been formed by the state of New York. These are minor amendments. They have been approved, I am informed, by both the state of New York and the province of Ontario. In the ordinary course the bill would go to the private bills committee for consideration.

Mr. CHEVRIER (Stormont): If I am in order I should like to ask the hon. gentleman one or two questions. Has the consent of the governor in council been obtained as far as the Canadian side of the bridge is concerned?