

one indeed, why the people of the city of St. John and the people of the maritime provinces generally will not endorse the action of the government. Such will be found to be the case when the general election comes on, and those hon. gentlemen opposite will regret that they forced the measure through, as they evidently intend doing. Under present conditions, the city of Portland will no doubt reap all the advantages to accrue from this great transcontinental scheme. That certainly will be the result for a number of years, because, while the time for building the western section is limited, there is no limit whatever to the time which may be occupied in building the eastern section. And while that western section is developing the country and carrying grain and other exports to the coast, these exports will certainly go to United States ports, unless there be some provision inserted in the Bill which will absolutely prohibit the Grand Trunk Pacific from doing so. In this connection, I may say that I understood the right hon. the First Minister to have declared that it was his policy to have every pound of export freight, originating on Canadian soil and intended for export, exported solely through Canadian ports. If that be the case, it appears to me that the right hon. gentleman will be losing a great opportunity if he allows this scheme to go through without making it absolutely compulsory that the freight originating on Canadian soil should be exported through Canadian ports. If it be really the desire of the right hon. gentleman that freight originating in Canada should only be carried through Canadian ports, why does he not insert a provision to that effect in the measure?

Another thing discussed in the election to which I have referred was the policy elaborated in this House last session by the hon. the leader of the opposition, particularly that portion of it which aimed at making the ports of Montreal, Quebec, St. John and Halifax national ports. That policy appealed to the people of my constituency as being statesmanlike and broad, and I have no doubt that it was that policy, coupled with the dissatisfaction felt by our people in the maritime provinces over the fact that their interests were going to be sacrificed, which resulted in bringing many votes to our cause.

I may perhaps be accused of wearying the House and of bringing up matters in which many hon. members are not much interested, but we are all here from different parts of the country to deal with the interests of the country as a whole and especially with the interests of those constituencies which we have been elected to represent, and therefore, I think it is not necessary for me to apologize if I make a few remarks more with regard to the city I represent. I may say that this question of a winter export business is one which is very near to the minds and judg-

ment and indeed the hearts of the people of St. John. Ever since before confederation, at the time when confederation was being argued all over the country, the city of St. John was told that if confederation were established, the port of St. John would no doubt become the winter port of Canada. That idea was ground into the people. They have been fed on it as a baby is fed on milk, it has become a part of their nature, and they have believed in it. What has been the result? The people of St. John showed their faith in this idea to this extent, that they have spent about a million dollars of their own money to provide permanent facilities to accommodate the western trade of Canada. And they are to-day paying in their annual tax bills the cost of that money. I do not know of any other city in the whole Dominion which has done what the city of St. John has accomplished in that respect. I do not know of any other city which has laid out its own money on what is really a purely national concern. Why did we do it? We spent that money and constructed those facilities and presented them as a free gift to the vessels and the people who were to use them, and all this we did, not that we might get a direct benefit, but an indirect benefit.

We secure employment for our labouring men at a time when otherwise they would be idle. I look upon that as a good policy to pursue, even if we have to pay something for it. It is my opinion—it is our opinion down there—that a community can be prosperous and advancing only when the working people are well employed. And so it is that in the city of St. John the labouring classes took a great interest in the last election; and I am proud to say that on the same platform with myself there were two or three of the leading labouring men of the city of St. John taking an active interest in assisting my election, speaking for me, and endeavouring to win the votes of their co-labourers to elect me as the representative of the city of St. John. So that the 'accident' that happened in St. John is one that can be very easily accounted for. It arose from the fact that the majority of the people were dissatisfied with the policy of the government and preferred the policy that had been outlined by the leader of the opposition, in so far as nationalizing the various summer and winter ports of Canada is concerned. Now, in regard to what we have done there, I have already stated that we have spent about \$1,000,000. And we have done some business. While on the train on my way up to Ottawa, I read in a newspaper an interview with Mr. Johnson, the well known statistician, with whom, no doubt, all the members of this House are well acquainted. Among other statements made by Mr. Johnson in that interview was one referring to the export business of Canada. He stated that, up to the 20th February last, the city of St.