

I have taken longer than I intended on the matter of trade through Canadian ports, but I think it only fair that we as Canadians should indicate that not only this government but every government that has been in power in Canada has spent very large sums from the public treasury building up terminal facilities in our eastern Canadian ports and of late years in the western Pacific ports, with a view to controlling Canadian trade and inducing that trade to go through those ports as far as possible. The late government spent \$19,000,000 in the city of Halifax in port development during the war years. This government spent a million and some odd dollars in building an elevator at Halifax. Some of our friends from Halifax have indicated that that elevator is not what they want. It is a useful elevator, and if grain has to go through Halifax it had to be built. The hon. member for Victoria-Carleton entirely overlooked the development of western trade in grain and grain products. He overlooked the fact that in 1923-24 some 55,000,000 bushels of grain went through the port of Vancouver. I would advise my hon. friend to acquaint himself with conditions in the grain trade and conditions in the ports of Canada, because there has been a desire by this government, and I say by all governments, to stimulate trade through Canadian ports.

In 1923 this government was asked to put a customs officer in the city of New York in order that Canadian trade might take advantage of the Panama canal. That was a most insistent demand coming from western Canada. The government met that demand, and an officer was stationed in New York. But there was a string on it; we said that if business goes through the port of New York it must go into British bottoms, with the result that the trade between eastern and western Canada via the Panama canal is to-day a trade maintained in Canadian ports both east and west.

In passing I would like to refer to the railway legislation adopted last year, under which the government removed special agreements and restrictions that were curtailing the opportunity or the possibility of the railway commission developing equalized and just rates throughout Canada. Those restrictions, I say, were removed by legislation passed by the last parliament, the only exception and difference being that we did retain that portion of the Crowsnest pass agreement which relates to wheat and wheat products. Knowing the advantage of the great harvest of this year; knowing that the bankers have recently stated that \$250,000,000 more this

year have been let loose in Canada for Canadian business on account of this great grain crop coming out of the northwest, surely no Canadian who has studied conditions in Canada would object to the government's retaining that portion of the Crowsnest agreement, in order that those who were engaged in the great industry of agriculture in western Canada should know that there was a maximum rate to be charged on grain and grain products. That is the only restriction the government left; otherwise the railway commission are free at this time to devise a railway tariff or rate structure that will be equitable and bear equitably on all parts of Canada.

During all this period of gloom, what has been the history of Canadian trade? We have passed from unfavourable trade balances to favourable trade balances. We have a favourable trade balance this year of over \$300,000,000. But there are some on the other side who would argue that having a favourable trade balance is unhealthy for Canada. I had occasion to read the Ottawa Journal on Saturday last, and I noticed a very small item there. It is not a very large one, as hon. members will see, but if it had told of an adverse effect upon Canadian trade there would have been headlines on two or three pages of that journal. This is the item:

Trade balance now against the United States.

The balance of international trade swung against the United States during January.

The country's imports totalled \$414,000,000, and its exports \$399,000,000.

My hon. friends opposite have become enamoured of the United States of late years. They enjoy making comparisons between Canada and the United States. They say, "Look at the United States, the way they have reduced their taxation." Why not be fair with ourselves? We know, each and every one of us, that the people of the United States, due to the fact that they did not enter the war in its early stages, reaped great advantages. Untold millions flowed into that country for war purposes from the various nations that were engaged in that struggle. After the war was over they acquired tremendous wealth and they have enjoyed a period of good times, as was not to be unexpected. The United States people are to-day world bankers and are watching the trade and advancement of each and every country, especially debtor countries, and the Bankers' Trust Company of New York, in making survey of Canadian conditions, has this to say:

All of the accepted criteria of prosperity such as car-loadings, bank clearings, et cetera, demonstrate a marked advance in general business for the first three-