

The question of the permanent equalization of the rates on Canadian flour and the equalization of ocean rates generally will, I apprehend, find the attentive ear of our consignors and consignees and of our shipping and other business interests, and every true Canadian should earnestly commend this government for the steps proposed to be taken in that direction.

Mr. Speaker, it is exceedingly pleasing to know that the government promises to make every effort to develop the policy of Canadian trade through Canadian ports. Last year the increase of the British preference was conditioned upon the importation of British goods through Canadian ports. The effect of that condition was plainly evident at such import ports as Halifax, St. John, Quebec and Montreal, to which direct lines of shipping come from the British Isles. I would therefore urge upon the government that all goods coming across the Atlantic and Pacific for Canadian use and consumption, should, as a condition precedent to securing preferential customs terms, be imported through Canadian sea ports. The government has already in the short time they have been in power made a good beginning in that regard, and I think "That which they have done the earnest of the things that they will do."

All Canada will be pleased to learn that the financial condition of the Canadian National Railways has improved. This system has been a great drag on the revenue of Canada, with the resultant concomitant of great taxation upon our people. When railways are built they are supposed to do everything within the orbit of their power to help develop trade and industry, and it is to be hoped that the Canadian National system will keep in mind the rights of the people to cheap rates and transportation for the products of the basic industries of our country. The management of the Canadian National system should remember that the railways exist for the development of Canada, and I hope that as the people of Canada are ultimately responsible for the finances of the system the government will not be prone to divert to too great an extent the final say as to the management, policy and control of the railways from the government and parliament of Canada.

That the Dominion Fuel Board has for one of its main objects the making of Canada independent as far as possible of a foreign fuel supply is an encouraging sign of the times, and that legislation will be submitted to parliament calculated to increase Canadian production, is, I feel, of paramount importance to the great coal industry of this country. In

the province from which I come the coal industry may be termed one of the most important. To-day that industry is more or less in a state of chaos. I do not intend to consider all the reasons for the conditions obtaining, as they may be many. Part of the trouble is undoubtedly due to disagreements from time to time between employers and employees. But I feel that the chief reason for the conditions obtaining is restricted and limited markets and high transportation charges. May I therefore make the suggestion and venture the hope that in any contemplated tariff re-adjustments the coal mining industry will be sympathetically considered with a view to the assuring to this industry the Canadian market and thus securing prosperity to our people, and a living wage to those who work in the bowels of the earth? May I also urgently request that when transportation charges on basic products are under consideration such rates on coal be stipulated as will assure its transport to where it is required at a price equitable both to producer and consumer?

The Canadian people annually send out of this country approximately one hundred millions of dollars for coal and coal products of various kinds, while we have within our own borders both west and east inexhaustible supplies of high-class fuel which should be used and so relieve this financial drain upon our resources. To enable the coal from east and west to supply the needs of the great central part of our country should be the aim of the government, and we look with hope to the announcement of a national policy on this important matter which will be of the greatest advantage to the whole country.

The building of railway lines where urgently required should always receive the favourable consideration of a government when the condition of the country's revenues permit of their construction, for the interior of the country can only be properly developed when there are satisfactory transportation facilities. In Canada to-day, I believe, there are many places in dire need of branch lines of railways in order to connect important sections with the main branch lines, and so open up and develop the interior country. In this connection I may say, Mr. Speaker, I do not believe there is a place in Canada in more dire need of a branch line railway, and where the people have greater claims to have one constructed, than in the county of Victoria, Nova Scotia, which is a portion of the federal constituency of Cape Breton North and Victoria. Victoria has great natural resources, but without railway con-