

mendations which, I am sure, would commend themselves to any harbour commission in Canada. In dealing with the third recommendation of that report the Commission at Saint John found what it considered to be a very unfair discrimination in regard to insurance rates, and took steps to arrange with marine underwriters and others that the rates charged for vessels using Canadian ocean ports should be as low as the rates for vessels using United States ports. With that end in view the Harbour Commission of the city of Saint John has been working for some time and has produced very good results. I think in a matter of that kind a local commission can perhaps accomplish more than a centralized body could. I had always wondered why there was such a great discrimination in insurance rates against the port of Saint John as compared with Portland. An investigation was begun during my term of office, and was continued by my successors. Following a suggestion of the Department of Marine and Fisheries, a representative of the Saint John Harbour Commissioners, Mr. Alexander Gray, C.E., general manager, went to England and interviewed authorities there, with good results. The Imperial Shipping Committee was very favourably impressed with the representations that were made, to the effect that aids to navigation in the Bay of Fundy had been very greatly improved and that there had been no wrecks over a period of years. That Committee submitted a representation to the Institute of London Underwriters, the Liverpool Underwriters Association and Lloyd's Underwriters Association that the additional insurance premium on hulls to the port of Saint John should be eliminated, and as a result the Joint Hull Committee added the following note to the North American Agreement:

No additional premium to be charged for vessels calling at Saint John, New Brunswick, if properly fitted with and equipped for the use of wireless direction-finding apparatus.

Honourable members will appreciate the importance of this achievement, which resulted from the activities of the local Harbour Commission.

One important discrimination still remains against the ports of Saint John and Halifax, namely, that they are not included in the North Atlantic Chartering Range. The term "North Atlantic Range" is used in chartering tramp vessels for carrying grain, the principal advantage being that the charterer has the option of specifying any port within the range at which he wishes to load. After his appearance before the Imperial Shipping

Committee, Mr. Alexander Gray came to the conclusion that the representations made for inclusion of the port of Saint John in the chartering range will be given favourable consideration when the necessary facilities now in course of construction are completed, provided it can be shown that the working expenses at Saint John are no greater than those in American Atlantic ports. We hope that funds proposed by this Bill will enable the Commission to complete the facilities to which I have referred.

I can assure honourable members that when the improvements that are in mind are completed the port of Saint John will be on a par with any Atlantic port in the United States and there will be no excuse for Canadian shippers to patronize American ports. In recent months we have heard a good deal about a "Canada First" policy. While we may disagree as to the means by which such a policy should be carried out, I am sure we are all united in supporting the principle. In connection with that policy a creed has been published for our people to follow, and it urges us to support Canadian manufacturers and producers, but I regret to say that it does not urge the manufacturers and producers to patronize Canadian ports on the Atlantic seaboard in preference to American ports. The port of Saint John is to be rebuilt, its facilities being largely increased. I hope the shippers of Canada will in the future have their shipments in and out of the country billed through the seaports of the Maritime Provinces, and especially in the winter-time. If they would do so our railways would receive much larger revenues, which they greatly need. I know that charges at the port of Saint John will be found reasonable. The longshoremen at Saint John are very efficient, and their scale of wages is very reasonable. The rail rates on grain and on all other Canadian products shipped to Saint John are on an equal basis with those for shipment to Portland, Boston, New York, Baltimore and other ports on the American Atlantic seaboard. I have already pointed out that the insurance rates on both hulls and cargoes have recently been adjusted on the same basis. The British preference applies to shipments via Canadian ports only. All things considered, the people of Canada have every reason for supporting our own Atlantic ports, and I commend this Bill to honourable members for their favourable consideration.

The motion was agreed to, and the Bill was read the second time.