

policy, giving this enormous power to the Cabinet of this country, to pass by without a protest at all, so far as I know. I do not think the hon. gentleman is consistent in the course which he has pursued in regard to these two Bills. I have heard him say that he did not act in a party spirit in the vote he gave, or in the course he advocated on those occasions. I can only be sorry that his views were not so consistently broad when the Naval Aid Bill was before this House last year as they were when the Naval Service Bill was before us in 1910.

However, I want to refer to a remark or two from my hon. friend from Halifax. On two occasions in this House, my hon. friend has had a fling at the city and the Port of St. John. I suppose it amuses him, or he would not do it. It reminds me of the story of a large, jolly-looking, good-hearted man, who had a very little wife, and this wife had a very sharp temper. She would at times get very angry with her husband, and would try to punch him. A friend came in one day and said, 'Why do you allow your wife to act like that?' and the husband answered: 'Oh, it amuses her and does not hurt me.' I suppose the hon. gentleman from Halifax has a sort of amusement in having his little fling at the Port of St. John. He starts out by decrying the importance of a drydock at the Port of St. John. Moreover, he appears to base his remarks on an entirely mistaken notion which he appears to have, that drydocks are simply for the purpose of repairing lame ducks that are towed in from collisions and accidents on the high seas. I do not believe the hon. gentleman from Halifax can put his hand on a single dry-dock, of all the hundreds of dry-docks in the world, that gets its whole business from repairing these lame ducks which come from collisions and wrecks at sea. The most of the work done by dry-docks is cleaning, and repairing the wear and tear that must necessarily go on year after year. The work consists of the cleaning and keeping clean of the bottoms of these ships, the painting, and everything of that kind. There is not a steamer that has not to go into dry-dock every year to get fixed up, and no Atlantic or Pacific port can be said to be a complete port, unless it has a dry-dock at its disposal—and more especially a dry-dock which has a good repair plant. That is important. And what is more, such dock should not be away out in the Atlantic ocean. It should be at those ports that are visited by vessels for the purpose of unloading and discharging their cargoes. They

go there and discharge their cargoes, then go into dry-dock and get cleaned and fixed up. Then they get loaded up and go away on their business. In that way these ships cost less to operate and they pay more profits, and it is more satisfactory in every respect. Therefore, I say, no port is complete unless it has a good dry dock at its disposal, not necessarily for the accommodation of lame ducks. If a lame duck comes along, it is alright, but the larger part of the business is obtained in the way I speak of, and I, for one, am very glad to know that the dry-dock being built in St. John is getting along very well, and will be a first-class dry-dock when it is finished. He also referred to something about the mails, and he said:

The Canadian Pacific Railway Company during those years, up to last November, sent their ships to St. John. During the last fall the Canadian Pacific Railway Company made up their minds that they could not afford to send their ships by the Bay of Fundy to St. John, and they decided that they would sail from Halifax.

Now, why did they do that? Sir Thomas Shaughnessy stated openly in the press that he did it by the grace of the Intercolonial railway. In other words the authorities of the Intercolonial railway made an arrangement with Sir Thomas Shaughnessy or the Canadian Pacific railway whereby they carried freight and passengers for those four steamers—the two Empresses and the two Allan line boats—at a special rate. That rate was evidently sufficient to make it cheaper for the Canadian Pacific railway people to keep their ships in Halifax, and haul the freight and passengers over two hundred and seventy-five miles extra; cheaper even than one hundred and fifty miles, or whatever the distance is that they would have to carry it by water. That matter will probably be settled by the Railway Commission as to whether the Intercolonial railway is making a reasonable change. The Canadian Pacific railway had already advertised their sailing from the winter port of St. John, but they made the arrangement with the Intercolonial railway, and the result is that they took advantage of the port of Halifax. But the hon. gentleman went further, referring to the Canadian Northern railway going to St. John, instead of to Halifax, and he said:

The only excuse they could give for doing this, and they have not the right to do it, is that these ships carried the mails. Well, what is the duty of the Government of this country with respect to the mails?

Hon. Mr. DANIEL.