

Pickford he has become the head of that firm. He has been an outstanding steamship man in Halifax all his life and no one knows better than he does that for years Portland was the winter port of Canada under the Tory government. It was the winter port, and not by virtue of ships flying the British flag calling at a Canadian port as they do now and then going to Portland of their own accord, on their own business and in their own way—and it is no one's else business if they do. My hon. friend knows that right up till 1896 the then government gave a subsidy running into hundreds of thousands of dollars to the Allan line to make Portland an eastern terminus and to call at Halifax, put off the mails and go about their business. It was not until after we came into power that that subsidy was withdrawn by Mr. Fielding from the Allans and they ceased to go to Portland, and later a subsidy was given to the Canadian Pacific because they went to a Canadian port, St. John. If my hon. friend casts aspersions on the Liberals on the ground that they made Portland the terminus he is absolutely making a statement that is faulty. I say again that all the steamships that leave the other side and come to Halifax or St. John can turn round the next day and go to Portland, and no one can stop them. Furthermore, the government of this country, Sir Henry Thornton and all his traffic officers, cannot prevent the man in Chicago or any person along the route of the Grand Trunk from shipping his goods through Portland or elsewhere as he sees fit. My hon. friend must know that if there was interference with the transit of goods on American railways through American territory by the government of Canada or by the management of the National Railways, the United States Interstate Commerce Board would immediately interfere and make it so hot for the Canadian National management that they would not know whether to take the goods off or leave them on. So my hon. friend in trying to impress the people of his native province, and particularly the people of the city of Halifax, who are naturally disappointed at the condition should not accentuate a situation that we all understand, and that we would try to ameliorate if it was possible for us to do.

My hon. friend also speaks in reference to the preferential tariff, and thinks it faulty and incomplete, but in line with the way we do things on this side of the House and the way Mr. Fielding does it. I disagree with him. Mr. Fielding brought down his budget last year and he gave a further reduction of 10 per cent in the present preference, 10 per

cent of 33-1/3, or 3 1/3, and he said that that 3 1/3 would apply only to goods brought into Canada through Canadian ports. My hon. friend is a shipping man, and he knows that if the budget had provided that the whole British preference should apply only to goods coming through Canadian ports, with no direct line of steamers to Halifax, and with no connecting link with the Canadian National Railway system, it might so dislocate trade and interfere with the transport of goods into the markets of central and western Canada that we would have stagnation, and at once from the centre of our Canadian universe, Toronto, we would have heard a sorrowful wail that Mr. Fielding had interfered with traffic and had put a great embargo on the transport of goods into Canada. My hon. friend, as a shipping man, must know that it would not be wise to bring in such a measure as that all at once, but I agree the day is fast coming when the whole British preference should apply only to goods brought in through Canadian ports because the tendency across the line is to so treat us. They have brought in a measure whereby their Shipping Board are going to give a differential rate on goods transported over the railways of the United States to American ports to be put in American bottoms; and that is going to boycott all ships flying the Union Jack or the Canadian flag. It is a matter in which the British government will be interested, and no doubt if it comes into effect it will be time for us to act in conjunction with the British authorities in an investigation. My hon. friend goes further and says:

"Canada," as it was called before confederation, finds a good market in Nova Scotia for its products manufactured and sold under a 10 per cent to 35 per cent tariff at correspondingly high prices, and takes payment, not in trade, as Cartier foretold, but in cash, which Nova Scotians raise by selling their fish, potatoes, fruit, lumber and other natural products in the highly competitive markets of the world.

I wish my hon. friend the ex-Minister of Finance (Sir Henry Drayton) were here to hear what I have quoted. The hon. member for Halifax should vote with us on the budget as brought down because he speaks of a high tariff which only gives protection and puts the money into the pockets of the manufacturers because they will not take what we raise in trade; they want the cash earned by our hardy fishermen and other workers in the province of Nova Scotia. My hon. friend (Mr. Black) goes on to say, and this is another crack at his own party:

Located on the circumference of a circle, Nova Scotia cannot become a factor in the Canadian industrial system because she cannot overcome the costly carrying charges to reach the centre and the other