

remember too the financial sacrifices we have made in order to build up a strong and great nation, and so remembering I feel confident they will act in a spirit which will unite East and West, and, developing along these lines, I am confident we shall become a mighty nation in that great Empire to which we are all so proud to belong.

Those are the sentiments that are burning within my heart to-night, and I feel that this well-considered and deliberate statement is due my province and my city, it is due that wonderful port of Halifax which showed its worth to the Empire during those trying days from 1914 until 1918, when as many as 209 ships were at anchor in Halifax harbour and Bedford basin, ranging from 3,000 to 45,000 tons, and yet in that magnificent harbour you could hardly see them. There they lay secure from submarine attack, to the chagrin of Germany. Having been in time of need one of the greatest naval and marine ports—which helped to save the Empire and civilization—surely now in time of peace we are entitled to take our place and bear a part in bringing about that abundant prosperity which is about to bless the Dominion. This all relates to the question, not more particularly to export trade than to interprovincial transportation and freight rates; because it is desirable that the commodities we raise may go into the central and western provinces and that the things we need shall come back to us from those industrial and agrarian centres.

Two years ago, before I had the honour of occupying a seat in this House, the very vexed question came up of the Crowsnest pass agreement. That was an agreement entered into some years ago by the government with the Canadian Pacific Railway Company whereby through the construction of the Crowsnest pass railway and a subsidy of \$3,500,000 a specific reduction was to be made in rates upon classes of merchandise such as grain and grain products, certain classes of fruit, coal oil, cordage, agricultural implements, iron, including bars; all kinds of wire, window glass, paper for building, roofing, paints of all kinds, live stock, wooden ware, household furniture, and the reductions in the rates were from 33 1/3 down to 10 per cent. At that time the Canadian Pacific, for and in consideration of this \$3,500,000, entered into that agreement in connection with grain and grain products and the other articles that I have enumerated. Under the War Measures Act the Crowsnest pass agreement was held in abeyance and the rates that should have been charged under it were not permitted to be charged, the general

freight rates as affecting all railways in Canada on the mileage basis being put into effect. These rates continued during the war, and when the percentage increases came, first of 15 per cent, then the 25 per cent under the McAdoo award, the increases applied to the Crowsnest pass agreement, except the 15 per cent, the first percentage increase, which was merged in the 25 per cent increase so far as the West was concerned in relation to the Crowsnest pass rates, and we in the East and in central Canada had to pay the 25 and the 15 per cent, a total of 40 per cent. The time came when our western friends felt that the Crowsnest pass agreement should again be put into effect. As hon. gentlemen know, the government of the day handed the investigation of this vexed question over to a special railway committee. I had the honour at that time of representing the government of Nova Scotia, of which I was a member, before that committee, and on behalf of Prince Edward Island and New Brunswick also I presented the case of the Maritime provinces. It had been stated by the Railway Commission that if the Crowsnest pass agreement was brought into effect they would not be able to give a general decrease in the rates on the necessaries of life which they would give if the agreement was further suspended, and it was intimated that the decreases in rates on the necessaries of life throughout Canada would be 20 per cent. But after thorough investigation the special committee of which my late colleague, now Hon. Mr. Justice Maclean, was chairman, made a report to parliament, and that report was adopted. The report stated that the Crowsnest pass rates on grain and grain products should be put into effect on the sixth day of July of that year, and that there should be a further suspension in reference to the commodities I have mentioned for a period of one year and a further suspension for another year if the Governor in Council saw fit.

A further recommendation was made to the House and approved, it is the one in which I am particularly interested, and I know that hon. gentlemen from New Brunswick and Prince Edward Island are also interested in it. While this recommendation had not the force of law, it had moral force behind it. I urged before the special committee that the Maritime provinces situation was one of special character because of the conditions under which the Intercolonial railway was constructed as a result of the confederation agreement. I contended that there was an implied obligation necessarily attaching to those terms which guaranteed to them special consideration in regard to railway freight rates