

and contented. I believe that one of the Austinian theories of law is that that law is best which is best for the greatest number of individuals. So it is with a country: that policy is best which is best for the greatest number of its people. From confederation down to the present time that policy has been consistently the policy of protection. But there are certain parts of Canada which do not derive benefit in equal proportion to other parts. Some industries in the Maritime provinces do not derive an equal benefit in comparison with others. We say that the whole should help the part, and we shall be helping by making these contributions from the Dominion treasury. In that way a part of Canada may be rendered contented and prosperous and the reaction will be for the benefit of the whole Dominion.

I pass on now to the third recommendation of the report, namely the recommendation for port development. The port of Montreal has for years had a Board of Harbour Commissioners. The ports of Halifax and St. John, which should be the main winter ports for the traffic of this country on the Atlantic seaboard, have no such board of harbour commissioners. The Duncan commission recommends, and recommends explicitly, that a board of harbour commissioners should be appointed at once for both ports of Halifax and St. John. In this connection, however, may I say that even when the board is appointed there will be one or two matters which will need attention if the ports are going to be able to handle the business of the country. The first is referred to in the report. It is that better grain-handling facilities must be placed in these ports. Secondly it is recommended that adequate cold storage plants be built so as to help the agricultural industry and aid the fishing industry of the provinces.

I pass on now to the question of trade. The first recommendation made by the commission in this regard is that a bonus, or rather a bounty, be paid in connection with the manufacturing of steel. The matter is complicated but it is easy to understand once it is looked into. The commission recommends that a bounty or bonus on steel should be paid when that steel is manufactured from Canadian coal, and that the amount of the bounty or bonus should be equal to the drawback given on the duty on coal where steel is manufactured from foreign coal. Now, Mr. Speaker, I understand that it takes four tons of coal to manufacture a ton of steel. The duty per ton is fifty cents, the drawback amounts to 99 per cent; and I may

tell hon. members on the government benches that we are looking for a bounty or bonus of \$2 a ton on steel in connection with that trade as a result of the report of the commission.

There was another matter to which the commission referred and that was the question of a tariff. In this connection something most unfortunate has happened. As a result of that unfortunate happening we have not a recommendation but what merely amounts to a suggestion. When the commission was appointed, the terms of its appointment gave it an absolutely free hand to examine into conditions in the maritime provinces and to make specific recommendations. It was fettered by nothing. The Prime Minister himself wrote to the chairman of the commission saying that the commission had an absolutely free hand, and he wanted the chairman to consider so, and to look into every phase of maritime conditions. Yet in spite of that fact, the chairman of the Tariff Advisory Board saw fit to intimate to the chairman of the Duncan commission that that commission had to keep its hands off the tariff and make no recommendations in relation thereto. If I may refer the House to page 37 of the report, paragraph 25 says:

In respect of this matter, we do not conceive it to be our duty to express any opinion, since the question is, as we were informed by the chairman of the Tariff Advisory Board, who met us at our request, at the present moment under the consideration of that board.

But they say further:

But we do regard it as our duty to record that the significance of this industry to the Maritime provinces was forcibly brought home to us, not only in the manufacturing towns we visited in the Maritimes, but also throughout the agricultural districts of the Maritimes. We record this in order to emphasize the need for prompt action.

That is in relation to steel. Here is what the commission says in regard to coal:

Several features of the customs tariff in its relation to coal were brought to our attention, both by the government of Nova Scotia and by the operators of the coal mines. These we feel ourselves precluded from dealing with, since they are a matter properly to be considered by the Tariff Advisory Board; but we may be permitted to say that we are impressed with the need for reconsideration of the customs tariff in its relation to coal, anthracite and coke, and we recommend that the Tariff Advisory Board should be asked to give immediate consideration to the subject.

When the right hon. the Prime Minister of this country was touring the maritimes in his election campaign, he stated publicly that any recommendations or suggestions of the commission would receive the sympathetic