

importance of these things, he said, that a country could make substantial progress; and let me say, Sir, that it was by a full recognition of the principles so well laid down by His Royal Highness that Canada made such great strides during the fifteen years of the late Liberal administration.

Mr. J. D. CHAPLIN (Lincoln): In common with other hon. members who have spoken, I wish to congratulate the Minister of Finance on the comprehensive and straightforward statement which he has given to the House in regard to our liabilities, and also on the courage which he has displayed in going after sufficient revenue to take care of our responsibilities without resorting to further borrowing. I do not intend to take up a great deal of the time of the House, but whatever time I do spend in addressing hon. members I shall devote to a discussion of tariff matters alone. I believe that the tariff is to be the one feature of the next election, and I think it is an important subject at the present moment. Before dealing with this subject, however, I want to refer to a statement made by the hon. member for North Essex (Mr. Kennedy) a few days ago. I am sorry that that hon. gentleman is not in his seat, but I observe that the hon. member for Kent (Mr. McCoig) is present, and the hon. member for West Lambton (Mr. Pardee), who was here a moment ago is, I regret, absent for the moment. These three hon. gentlemen appear to me to be a sort of co-operative triumvirate from the western part of the province of Ontario. The hon. member for North Essex a few days ago made an attack on the dry dock proposition in the city of St. John, and I must say that he goes a long way from home to make his attack. The hon. member for Kent makes a vicious onslaught on the hon. member for Parkdale (Mr. Mowat) regarding Massey-Harris and the International Harvester Company, also going far afield; while the other member of the triumvirate attacks the automobile industry. It is interesting to note that there is not an automobile industry in that hon. gentleman's riding, but there is such an industry in the riding of the hon. member for Kent and in the riding of the hon. member for North Essex. He makes his attack upon something that is not a home industry; he takes good care to see to that. Now, I desire to read a statement made by the hon. member for North Essex the other day in his speech. It will be found at page 2730 of unrevised Hansard:

[Mr. Casgrain.]

There seems to be an organized plan to raid the public treasury. Now, Canada has done pretty well for the shipbuilding industry, at all events so far as helping them to get started is concerned. I have here a prospectus issued by a bond house dealing with the St. John Drydock and Shipbuilding Company, Limited, showing that the Government of Canada have agreed under certain conditions to assist this company to the extent of \$247,500 per annum for a period of thirty-five years.

That is going a long way from home to make an attack. I might say, Sir, that this dry dock proposition was inaugurated by a measure passed through this House, and I may read a couple of clauses from the Act incorporating the company. I happen to know something about the establishment of dry docks because I come from a partly maritime county where we have a dry dock and where, when the Welland Canal is completed, there is likely to be necessity for another dry dock to take care of the larger boats; and when I saw the statement of the hon. member I felt pretty sure that he had either been very much mistaken or that he was misleading the House or trying—to use a vernacular expression—to put something over. Let me read a couple of clauses from the Act:

The Governor in Council may, as an aid to the construction of any dry dock, authorize the payment out of any unappropriated money forming part of the Consolidated Revenue Fund of Canada of a subsidy, in accordance with the provisions of this Act, to any incorporated company, approved by the Governor in Council, as having the ability to perform the work, which shall enter into an agreement with His Majesty to construct a dry dock under the provisions of this Act, with all necessary equipment, machinery and plant, for the reception and repairing of vessels.

No such aid shall be granted unless the Governor in Council is satisfied, upon a report of the minister, based upon a report of the Chief Engineer of the Department of Public Works,—

Hon. gentlemen opposite seem to be irritated by this expression "Governor in Council"; we are always hearing something about it, and so on. This dry dock company, under this law, was established as a public work, and it will be interesting to hon. members to know that the measure establishing it was passed in the year 1910 under the Laurier Government. Hon. members will also see that there were Orders in Council then as well as now, and we are just carrying out the law that was made by the friends of hon. gentlemen opposite. I do not say that the law is a bad one. I think it is good, and those hon. gentlemen are entitled to credit for putting it on the statute book. But I do not see any reason why my hon. friend should have made the