

1922 ships sailing into the port of Halifax numbered 491 as against 768 in 1923.

I have the returns with respect to the port of Halifax for the years 1922, 1923 and 1924 since Sir Henry Thornton took charge of the Canadian National Railway system, and they are a matter of pride and satisfaction. The port of Halifax so far as passenger traffic and improved freight position are concerned is coming into its own. The following will show the increase in business at the port for the season 1923-24 compared with 1922-23. The time given is during the closing of the St. Lawrence which is from November 22nd to April 22nd:

	1922-23		1923-24	
	No. of ships	Tonnage	No. of ships	Tonnage
November 22 to 30 . . . . .	16	69,550	23	120,924
December . . . . .	73	389,421	83	464,938
January . . . . .	72	373,722	91	534,689
February . . . . .	67	331,422	81	535,138
March . . . . .	67	380,981	67	485,748
April to 22nd . . . . .	51	324,115	65	462,854
	346	1,869,211	410	2,604,287

The number of passengers landed in 1922-23 was 11,242 and in 1923-24, 28,588. In other words, nearly 18,000 more immigrants were brought in in 1923-24 than in 1922-23, through the policy of Sir Henry Thornton and his traffic management, as well as the policy of the hon. Minister of Immigration and his department. I understand that the figures for this coming summer will be in excess even of these, because during the summer months—what never has happened in Halifax before—the Cunard line, the White Star line, lines from Mediterranean ports, and also the Holland-American line, have about seven sailings a week in all into Halifax, which means that large numbers of immigrants will be landed at that port and that freight will arrive there destined for various Canadian points, so that the port of Halifax will be busy this summer as never before. The ships that came into Halifax this year were of the type that never came before. The following are some of the names of the larger ships with their tonnages:

	Tons
Belgenland . . . . .	27,200
Empress of Scotland . . . . .	25,037
Empress of Canada . . . . .	21,211
Minnawaska . . . . .	21,400
Laconia . . . . .	19,679
Samaria . . . . .	19,602
Andania . . . . .	18,950
Lapland . . . . .	18,565
New Amsterdam . . . . .	17,149
Tuscania . . . . .	16,700
Doric . . . . .	16,600
Cameronia . . . . .	16,288
Lancastra . . . . .	16,243
Veedham . . . . .	15,450

[Mr. Finn.]

These are ships of perhaps the greatest tonnage sailing from New York and from Liverpool and Southampton on the other side, calling at the port of Halifax, landing thousands of immigrants, giving employment to our stevedores, bringing freight that has to be handled leaving at the port thousands of dollars for provisions and supplies. With that outlook for the port of Halifax I do not think we need be very pessimistic for the future, so long as Sir Henry Thornton is permitted, to occupy the presidency of the Canadian National system and gives his best energy and ability to doing the right thing by the port of Halifax and also by the port of St. John in winter and by the Canadian ports on the St. Lawrence in the summer.

There is one other set of figures that I want to place before the House; they are from a return brought down in connection with imports and exports via the Canadian National through the ports of Portland, St. John and Halifax in 1922 and 1923. The figures are as follows:

	1922	
	Imports	Exports
Canadian National—		
Portland . . . . .	787,739	121,658
Halifax . . . . .	594,508	104,786
St. John . . . . .	392,151	159,433
		1923
Portland . . . . .	810,667	121,879
Halifax . . . . .	602,210	106,765
St. John . . . . .	381,624	161,123
Canadian Pacific—		
St. John . . . . .	798,033	373,929
		1923
St. John . . . . .	929,882	393,107

It will be seen that as regards imports over the Canadian National, Halifax in 1922 had a balance of trade over St. John to the extent of 200,000 tons and in 1923 of 221,000 tons. So that from these figures, on the whole the port of St. John is on an equality with the port of Halifax—perhaps a little better than Halifax, because through the Canadian Pacific they get both imports and exports and that equalizes the falling off of traffic as between the two ports and gives both an opportunity to develop as they should as sister ports in the Maritime provinces.

In view of the statements I have placed before the House to-night—and I must apologize for having kept the House so long—

Some hon. MEMBERS: Hear, hear.

Mr. FINN: Well, I may say to my hon. friends who say "hear hear", that I have not transgressed any rule, if there is any rule in this House—

Mr. FORKE: There is no rule.