

words, that the equipment of the I.C.R. be completed.

"2nd. That any line of steamers subsidized by Government shall have its terminus at a Dominion port.

"3rd. That, for the purpose of making the I.C.R. available for the object for which it was built, the Government shall arrange freights with other railroad lines and steamboats, and grant through rates of freight on as favorable terms as by other routes, and that they shall employ sharp business men as freight agents at the principal grain depots of the West."

In other words, Mr. Bremner thinks that the Government should act as any Company owning a railway would act in order to secure business for their road. Further on, this gentleman adds:—

"Why should we pay over \$126,000 per annum to a line of steamers to help to build up the cities of a foreign country? What would the Montreal people say if, during the summer months, the Allan line of steamers, instead of making Montreal its terminus, were to pass on to Ogdensburg, in the United States (if it were possible for such steamers to do so), and only call at Montreal for the mails on the way down the river? How long would that be tolerated? And yet this is exactly the way that Halifax is treated by the Allan steamers. If that line were obliged to make Halifax its terminus during the winter months (and, if they would not, there would be no difficulty in finding a line that would), with proper shipping facilities and arrangements, all the difficulties about the winter port would be ended."

Mr. Bremner concludes as follows:—

"Is it creditable to this Dominion that we are indebted to a foreign country for an outlet to the sea for our surplus products? Was it for this that we entered Confederation? Have we no national aspirations? He thought that we had higher aims, and were not content to remain commercially dependencies of the United States. The object which we aim at is also in strict accordance with the protective policy of the Government, and he thought in a few years, if attained, it would render the railway much more remunerative than it is at present. We also have lately had very plain evidence that, if the railway do not secure the down freight, it will not only not increase its up freight, but will lose a great portion of what it hitherto has had. But, even if it did not pay directly, would not the indirect benefits to the country be large? Suppose that what we ask would necessitate greater outlay than returns. Suppose it should be found necessary to lower rates still more, do we ask for anything unreasonable? Do we grumble because the canals of the West are operated not on 'commercial principles' as regards tolls, but with a view to the development of the country? Have we objected to the millions now being spent on these canals without the slightest expectation of direct returns? With regard,

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also, to the expenditure on the Pacific Railway, how are we to derive any benefit from that expenditure, or from the road when built, unless by the operating of the I.C.R. in the manner which we are advocating? The I.C.R. is, or, rather, should be, our great national highway, and ought to be operated, not on 'commercial principles,' but in such a manner as will realize the great national purposes for which it was built. We have a right to expect this, and should be satisfied with nothing less."

Then I shall quote a few words from the speech of Mr. Thos. E. Kenny—son of the gentleman who was a member of the former Conservative Administration of Canada, and a member of this House—one of the most influential supporters of the present Government in the Lower Provinces. Mr. Kenny moved the following resolution:—

"Whereas, The Intercolonial Railway has not yet fulfilled the promise made previous to Confederation, that Halifax would by it be made the winter shipping port of the Dominion; and,

"Whereas, The necessary terminal facilities for making it so are still withheld;

"Therefore be it Resolved, That this meeting requests our representatives in the Dominion Parliament to urge upon the Government the necessity of at once erecting a grain elevator and completing such other terminal facilities as may be required at this port; and also of making such freight arrangements as will secure for the Intercolonial Railway a fair share of the carrying trade of this Dominion both to and from the Atlantic seaboard."

Referring to the resolution, after some preliminary remarks, he said:—

"One is reminded of that interesting period in the history of this country when, thirteen years ago, the people were discussing the great question of the union of the four Provinces of Ontario, Quebec, New Brunswick and Nova Scotia under one government, and when the advocates of that measure were wont to portray, in eloquent terms, the great advantages which a railway system passing through all those Provinces, and terminating at this port, would be, not alone to the city of Halifax, but also to the whole Province of Nova Scotia. Not only was the Intercolonial Railroad to be the great national highway, but, on the completion of it, we were led to believe that at certain seasons the exports of the Western Provinces would pass over it for shipment hence to Europe. He had listened with delight and enthusiasm to the enunciation of those ideas, and cheered them to the echo, and he felt assured that the gentleman who made these statements had at that time the implicit faith in them that he had; but he regretted now to have to say, in the words of our resolution, that as yet, those predictions have not been fulfilled, and cannot