

this question, and who is practically acquainted with every branch of it. Mr. Bremner expresses what is felt in Halifax as essential to the object we have in view. His essentials are as follows:

"1st. A grain elevator, and every suitable accommodation at Richmond, or, in other words, that the equipment of the Intercolonial Railway 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 Intercolonial Railway 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."

The first essential, then, is one easy of accomplishment, it is the erection of an elevator. The necessity for giving every facility for every possible trade is so obvious that it needs no argument. One of the greatest boons offered to Nova Scotia, at the time of Confederation, was the construction of the Intercolonial Railway—not a road partially finished or incomplete, but a road which would draw to the waters of the port of Halifax a large portion of the products of the great and rich western country, with which we were then about to be both politically and commercially united. Some five or six years ago, it was found that the accommodation afforded by the depot at Richmond was inadequate for the increasing demands of trade, and a sum of money was generously voted by Parliament to extend the road further south into the city of Halifax. I think a mistake was made at that time—a mistake which we feel to the present day. However suitable for the purposes of passenger traffic, the present railway depot at North Street, in the city of Halifax, may be—and I do not wish to detract at all from the credit due to the hon. gentleman who caused that depot to be erected—a mistake was made in not extending the railway further into the city, and nearer to the harbor, in the neighborhood of West's Wharf, where the proper facilities might be obtained for the development of the trade I am now speaking of. Since that time, the Government has improved the shipping facilities required by the railroad at Richmond, by the erection of wharves and cattle-sheds. I said that every facility should be given for every possible trade. That the grain trade by way of Halifax is not only possible, but is likely to prove a profitable one, I think was shown very clearly by the commercial men who spoke at the meeting in Halifax to which I have referred, and also by the hon. gentleman who spoke last. But I would like to add one piece of evidence which, I think, will satisfy the House that this trade is possible and may be profitable. Take the rate for grain from Montreal to Europe as 42 cents per 100 lbs., or \$2 per quarter. The portion of that amount to which the Grand Trunk would be entitled for carrying the grain from Montreal to Portland, a distance of 282 miles, would be seven-tenths, or exactly 70 cents, leaving a balance for the ship of \$1.31, or 5s. 4d. sterling. Now if the rates were the same on a cargo of grain taken from Montreal to Europe via Halifax, the proportion to which the Grand Trunk would be entitled for carrying it to the Chaudiere Junction, a distance of 164 miles, would be 41 cents. The rate which the Government has fixed for carrying grain to Halifax is 30 cents; add that to the 41 cents, and you will have 71 cents, so that \$1.31 would still be left for the ship, exactly the same amount as is received by a ship from Portland. The distance from Portland to Halifax being 36 hours by steam, there would be a difference in favor of Halifax to that extent. This year, Allan Bros. offered to make Halifax their terminal winter port at a considerable cost to themselves by the erection of grain elevators and wharves, if the Government would afford them the opportunity of doing so by extending the Intercolonial Railway into the town of Dartmouth. I mention this to show that there must be some ground for the hope of our being able to carry

the winter trade through Halifax profitably, or such offer would not have been made, and also to show that there must be some ground for the belief that return cargoes could be obtained at Halifax. The successful working of the Intercolonial Railway was alluded to in the Speech from the Throne at the opening of the Session. I rejoice at the present position of that road, not so much on account of the saving that has been effected, or because the receipts counterbalance the expenditure, as because such a state of things must necessarily lead to a further reduction of rates on the railway. We must look upon the Intercolonial in its proper light as a great highway built for the express purpose of being a powerful instrument in developing the trade and resources of the country—not as a commercially profitable enterprise. In respect of its revenue, it is now doing more than its most sanguine projectors ever anticipated; and if still lower rates should be required, in order to start a trade which eventually will prove largely remunerative, and a slight loss should result, I still believe the railway would be only serving the express purpose for which it was built. It has been most unfairly alleged that the failure of the export trade from Halifax is largely due to the want of enterprise on the part of its commercial men. I must say, in justice to my constituents, that no such accusation can be fairly made. Let the Government do their share and supply proper facilities for the trade, and if they have not sufficient enterprise to develop this export trade, then the fault as well as the loss will be theirs. The sugar tariff has given the opportunity for refining sugar in Halifax with profit, and the result has been the opening of two refineries there. With a grain elevator I believe that the same enterprise which has been devoted to sugar refineries would be directed to the grain trade with similar satisfactory results. With regard to the mail steamers to Europe, I may say, that steamers in receipt of Government pay should enter Halifax weekly, and there land mails and but a very small portion of their freight or cargo, taking the bulk of their Canadian cargo to Boston, or any other American port, is a state of affairs that certainly ought to be remedied at once. True, the agents of this line advertise the same rate of freight from the West by both routes, but while it has been clearly proved that the freight landed at Halifax can be transported to Quebec at about the same time the steamer reaches Boston, it seems strange, indeed, that the latter route should be preferred by shippers and importers. Arrangements could, and I believe should, be made, with a subsidised line of steamers such as would establish Halifax as a winter port. The experience of the Allan line shows this may be done, and that return freights by Halifax to Europe can be found. I believe such a trade, if opened up, would grow to very large proportions. Efforts have been made by some of our political opponents to make political capital out of this question—by men who, when in power, did little or nothing towards advancing our present object, and who, now that they are out of power, refuse to give any credit to the present Government for much that has been already done; and they now seem desirous of clamoring for impossibilities. But more could and should be done in the direction I have indicated. I believe I am now pressing this question upon a friendly and well disposed Government and Parliament; and I trust that such action will be taken as will lead to the development of our trade in the interest of the country and of its great national route, and such as will satisfy the just and proper demands of the people of Nova Scotia.

Mr. FLYNN. The motion of the hon. member for Halifax is certainly one of very great importance, not only to that city, but to the whole of Nova Scotia. I understand the hon. gentleman to say that, at the time of Confederation, the great inducement held out to the people of Nova Scotia