

the maritime provinces to dictate the course of any railway through the district of Alberta and set our views in that connection against those of my hon. friend. The first proposition of the Grand Trunk Railway was to build a road from Quebec and then use the Intercolonial Railway to Halifax. Having taken some little trouble to ascertain the distances between certain points, I find that the difference in distances between Chaudière Junction and Moncton by the Intercolonial Railway and by the proposed route from Chaudière Junction to Moncton, in as direct a line as possible, is 129 miles. We save 129 miles by building the road from Chaudière to Moncton in as straight line as possible.

Hon. Mr. TISDALE. How far is the whole distance from Quebec to Moncton ?

Mr. LOGAN. Three hundred and sixty-eight miles by the proposed route from Chaudière to Moncton, and it is 497 miles by the Intercolonial Railway. This shows a saving of 129 miles on the proposed route to Moncton from Chaudière as compared with the Intercolonial Railway. What I want to point out to my hon. friend from Alberta is this, that coming from Chaudière to Moncton this road will pass through or near Chipman, N.B., and from Chipman there is a road already constructed to a point on the Intercolonial Railway near the city of St. John, so that when you are building this direct line from Chaudière to Moncton, you come within fifty miles of St. John. Therefore my hon. friend's contention that we should use the port of St. John is met by the fact that the road will be completed to St. John when the proposed line is built to the town of Chipman.

Mr. BORDEN (Halifax). I find by the Intercolonial time table that the distance from Quebec to Moncton to which he refers is 488 miles.

Mr. LOGAN. Then the leader of the opposition corroborates my original statement. Now, I say if you build the road from Chaudière to Chipman you are then within about fifty miles of the city of St. John. If you contend that the port of St. John must be used for heavy freight, then you have your line to that port. But everybody admits that passenger traffic will actually come from the port of Halifax. Do you imagine, Mr. Chairman, that passengers coming from Liverpool to this country would desire to pass the port of Halifax and go on 300 miles through the tides of the Bay of Fundy to the city of St. John, when they could get off at Halifax and proceed west by rail ? Everybody admits that Halifax is the proper port for passenger traffic. Now, by building a road from Chipman to Moncton, a distance of less than fifty miles, you have got a railway from Chipman to Halifax. So when you build to this given point

of Chipman, you swerve to the right fifty miles to St. John, and to the left fifty miles to Moncton, where you join the Intercolonial and proceed to Halifax. We do not claim that Moncton is a port, of course, it is nothing of the kind; but it is a given point from which the traffic will travel to Halifax, and if you swerve off from Chipman, freight traffic will be taken down to St. John. Let me repeat this once more. You leave Chaudière and go down to the point called Chipman. When you reach Chipman you are within fifty miles of St. John on the right and fifty miles from Moncton on the left. Now, Mr. Hays, the distinguished manager of the Grand Trunk, in his statement before the Railway Committee, said that he could fill half a dozen ports with the traffic from the west. Then why do you want to confine it to the one port of St. John ? I am not here to make any criticism about the capabilities of the port of St. John, it has got the Canadian Pacific Railway terminus there at the present time, but I am here to state that there is no better port in the world than the port of Halifax. It has no high tides, it has no currents, it has no ice, it is a magnificent port, one of the most magnificent ports in the world. Now, by going to Chipman you can utilize the two ports, and if Mr. Hays' statement is correct that he can fill six ports, then you have more than one port, because you can go to Halifax as well as St. John, and my hon. friend from Guysborough (Mr. Fraser) reminds me that there is also the magnificent harbour known as Country Harbour. I want to point out another thing, that when you come from the west to the east, you are 300 miles nearer to Liverpool when you get to Halifax than you are at St. John. When you get to Halifax you are on the ocean, you are out at sea, but when you get to St. John you are in the Bay of Fundy, which has sometimes tricky tides. Therefore it seems to me that in insisting that this terminus be made at the city of Moncton, you provide for utilizing the two great ports of Halifax and St. John—also Country Harbour.

Mr. BORDEN (Halifax). What is the distance from Chaudière to Moncton by the short line ?

Mr. HUGHES (Victoria). It is 129 miles shorter.

Mr. TUCKER. I would like to say a few words also on this question. It always appeared to me that we were doing the proper thing in assisting the farmers in the west to relieve themselves of their surplus grain. To do that it is necessary, if we are to compete with the American lines, to afford as cheap a rate as the United States can give. Now, I believe in running a straight line from a point a hundred miles east of Lake Nipissing straight to Quebec. Certainly it will run through a good country,