

while the acquisition of the Canada Atlantic has some merit, while it is desirable to have the Intercolonial brought into closer touch with it, and into communication with the steamship lines on the lakes, yet I quite realize that it would not give us the advantage which the Dominion demands. We know that if we have the water stretches policy we must also have the all-rail line, and that is the policy which the government are offering to the House.

NOT A NEW POLICY.

I have said that this policy of building a road through the maritime provinces from Quebec down to Moncton is by no means a new policy. As far back as 1889 or 1890, a company was formed for the purpose of constructing a line of railway, not from Quebec directly, but from Edmundston, which is the terminal point of the Temiscouata road, running down on the Intercolonial as far as Riviere du Loup. A company was formed to build that line from Edmundston to Moncton, a line which so far as it goes was precisely the line contemplated by the present government scheme. We are making the scheme larger because instead of starting from Edmundston, and using the Intercolonial down to Riviere du Loup our policy is to start from the Quebec bridge, run through the counties of Quebec until you turn the corner of American territory at Edmundston and down through the centre of New Brunswick to Moncton. As far back as 1890, this company was formed and an application was made by parties associated with the Grand Trunk company for a subsidy from the government. It is now a matter of history that the government of the day were well disposed towards the scheme. My information came from a gentlemen who, I believe, knew the facts, and he assured me that the government viewed the scheme with favour; at all events the Prime Minister (Sir John Macdonald) favoured it. Ultimately the scheme was turned aside. It was believed that it was turned aside because another railway company objected to it. That is the common rumour, of course I have no special knowledge of it, but my information is that Sir John Macdonald favoured that line, and up to a certain point gave it encouragement though ultimately it was not carried out. That policy found much favour in the lower provinces. Public meetings were held, delegations were sent to Ottawa, boards of trade passed resolutions and all the usual methods of expressing public opinion were employed to support that road, and yet 14 years afterwards hon. gentlemen stand up in the House and treat this as a scheme that nobody ever heard of before. Even more recently, Sir, we have abundant information as to the popularity of this scheme. Only last year when it was announced that the Grand Trunk company were applying to parliament for legislation with a view of constructing a transcontinental railway, instantly the public opinion of the maritime provinces became aroused with regard to this old project of a new short line on British territory. In the various public bodies, in the boards of trade, nay in the very legislature of one province, the importance of the scheme was recognized. Pardon me if I read an extract.

ACTION OF NEW BRUNSWICK LEGISLATURE.

Hon. gentlemen opposite have derided this eastern division as a wild scheme and something undreamt of, of which no one ever heard before; what will they say when I remind them, for it has been stated before, that last year when the Grand Trunk made this application and before the government had brought down its scheme, the legislature of New Brunswick by unanimous vote demanded that that scheme should extend down the maritime provinces? The motion was made by an hon. gentleman on the government side, Mr. Robertson, it was seconded by Mr. Hazen the leader of the opposition, and it was couched in the most emphatic terms. Here is the resolution:

Whereas the Grand Trunk Pacific Company is now making application to the federal parliament for the granting of a charter enabling the said company to build and operate a railroad, extending from the Pacific sea-board across Canada to the Atlantic coast, and in said application the city of Quebec is named as the eastern terminus of said railroad in summer, and no mention is made as to where the eastern terminus of said railroad is to be during the winter season.

Whereas, in the opinion of this House, not only the interests of the eastern provinces, but of the Dominion as a whole, imperatively demand that the said road should be an all-Canadian route, both in summer and winter, and it is highly proper that all necessary conditions should be attached to the granting of such charter so as to secure beyond question the carrying out of this national idea;

Therefore resolved, that this legislative assembly do strongly urge upon the federal administration