

should have been before. I know that the Minister of Railways has given instructions that experimental cargoes shall be provided, but I do not know what the difficulties are which have prevented that being carried out before. At this moment, we have a line of steamers constantly plying between Liverpool and Halifax—one of the best of the ocean steamship lines, one which is largely controlled by a firm of known enterprise and ability, and one which has been largely subsidized by the Government of Canada for the conveyance of the mails. Unfortunately, however, that line has made its terminal point at Boston this winter, conveying its freight past Halifax to a foreign port. This is done to the injury of the Intercolonial Railway, and the injury of the trade of the Maritime Provinces and the whole Dominion. It is a matter which should certainly engage the attention of the Minister of Railways. At present, if a merchant of Halifax wishes to send a quantity of freight by steamer to England he does not go to the agents of the line at Halifax and obtain the necessary room, but he has to communicate with the agents at Montreal, who, in turn, have to correspond with the Boston agents. I contend that it is in the interests not only of Halifax, but of the whole Dominion, that the Intercolonial Railway should be so managed as to promote the shipping of grain by way of Halifax, and the carriage of goods for the western Provinces over that railway. It is not sufficient that we should promote the carriage of freight in one direction, we should also arrange for the carriage of return freight. Unless this is done, the cost of transmission in one direction will be very much greater than it would otherwise be; the merchandize forwarded from Great Britain to the western Provinces, should be carried over that route as well as the products of the Nova Scotia coal fields. I think it behooves us to consider whether or not the subsidy to which I have referred should not be withdrawn, or, at least, that the one year's notice, which is required, should be given, in order that arrangements might be made, either with the present line, or with some other line, to bring about a verification of the predictions which I have quoted from the speeches of Mr. Brown. I do not believe that, if this course were adopted we should find it necessary to increase the subsidy which is now paid to the Allan line. On the contrary, I feel pretty certain that if the Government were to ask the owners of that line to respond to our requirements, they would make Halifax their terminal point. I believe that if the subsidy were made conditional upon the owners of the line stopping at Halifax, and, if the Government provided proper facilities, and through their properly appointed agents were to put forth their energies to induce traffic to Halifax, so that the Allan steamers would be able to receive full cargoes there, the object we have in view would be accomplished. But if the Allan line did not choose to meet our wishes in that respect, others would do it. I believe there are parties to be found even in Halifax, though the enterprise of the merchants of that city is sometimes assailed, but unjustly I think, who would establish such a line—a city which has produced a Cunard with a brain power to conceive the project of an oceanic steamship line, one of the earliest and the most successful that has engaged in the Atlantic trade. I do not think, however, that that would be necessary; but that the Messrs. Allan would be found willing, themselves, to enter into the necessary arrangements. Indeed, I have heard it rumored that these gentlemen volunteered proposals to the Government not long since, by which the object in view could be fully attained. I have heard that these gentlemen were willing to make Halifax the terminal port of their line, if the railway were extended to Dartmouth, and that they themselves would provide the other necessary facilities by the acquisition of property and the erection of elevators. So

Mr. RICHEY.

that, either way, whether by the action of the Government in subsidizing another line of steamers, or by their continuing subsidies to the Messrs. Allan, and entering into such arrangements as those I have indicated, I believe the object we have in view can be accomplished. I think its cost need not occasion much hesitation. Indeed, I think the cost would be infinitesimal in proportion to the greatness of the work with which it is connected. If the proposals of the Messrs. Allan were accepted, it would be found, I think, that they were themselves prepared to incur an expenditure equal to that which would be required on the part of the country. If, on the other hand, the conditions should be the continuance of the present subsidy for a term of years, together with the erection of an elevator at the present railway terminus at Halifax, and energetic operations on the part of the agents of the Intercolonial to influence all the traffic in that direction, the \$126,000 that are now paid would, I believe, suffice; at all events it would not need to be largely increased. What then is asked? First, the erection of an elevator in order to complete the equipment of the Intercolonial Railway, and give the full facilities which are required, with through rates established from the west to Great Britain or foreign countries. The next essential to this end is a line of steamers making Halifax their terminal port, to be attained by the use of the subsidy we are now asking for. At a very modest outlay, one which shrinks almost to nothing in the consideration of the great object to be attained, you will be able to complete the measure of your railway facilities, to consolidate our national interests, to confirm your National Policy, and to fulfill those predictions and those promises which were held out to our people by the sea, and which are now felt by them to be broken to their hope.

Mr. DALY. Before you, Mr. Speaker, put the motion which I have much pleasure in seconding, I would like to ask the attention of the House to a few very brief observations upon the subject to which it refers. For many years past the question of opening a trade in grain from Halifax has engaged the attention of the commercial people of that community. Many suggestions have been made and many schemes have been proposed for the purpose of attaining that object, but hitherto success has failed to crown such efforts. A deep interest has been felt in Halifax, and I may say in Nova Scotia at large, with regard to this question. It may be somewhat a matter for regret that this question should be obtruded upon the time of this House at a moment when its attention and the attention of the public mind is so deeply absorbed with the consideration of so vast a scheme as that which has lately been presented to us with regard to the great Canadian Pacific Railway. But it must be borne in mind that while the western part of this great Dominion is of vast proportions, and of great importance, still the older portions of the east should not be overlooked nor forgotten—I view this not as an eastern or as a sectional question, but as one of a national character. It is of such interest and importance to the Dominion that I think I may call upon all the representatives of the people, upon whichever side of the House they may be, to join with us in considering it as one worthy of their deepest concern. Possessing, as Halifax does, a magnificent harbor, second to none in the world, open and easy of access at all times of the year, it must necessarily follow that if the advantages of that harbor, and of the railroad that connects it with the great railroad system of the west, be turned to the best possible account, Halifax will assume greater commercial importance and standing than it has ever hitherto reached. Now, what is really at the present moment required is easily summarized. It has been referred to at a public meeting of the citizens of Halifax, and it has been put into very few words. I think I cannot do better than quote from the remarks of Mr. Bremner, a gentleman who has taken a deep interest in