

money at Louisburg and are going to build a line of railway from the Strait of Canso to that port. There is going to be the great depot for coal in North America along the Atlantic coast. I trust these things will be taken into consideration when this matter is more practically discussed by the Government. I trust they will not do anything to prevent the consideration of the claims which Louisburg presents as the most advantageous port to be chosen. St. John has its peculiarity. It is further away from the centre than Halifax, and Halifax is still further away than Louisburg. Louisburg is free from ice all the year round, it is easily accessible, it has notable historical associations, and is in every respect entitled to consideration at the hands of the House and the Government as the Canadian port for steamers between England and Canada.

**Mr. HEARN.** It is not my intention to trespass on the attention of the House by making any reference to the fitness of one Canadian port over another for a better Atlantic service between the mother country and the Dominion. I believe that, at this particular stage, no good result will follow in entering into a discussion on this subject. However, the question being before the House, I avail myself of the opportunity to say that, in common with the great majority of the House, I have full confidence that the Government will do what will be most beneficial to the Dominion as a whole when the matter comes before them for decision. Some of these little out-of-the-way ports, that hon. members have spoken of, compared with the old port of Quebec, have but a mushroom history. I have full confidence that the Government of the day will weigh fairly the claims of the respective ports, and that, in doing so, the claims of Quebec will not be overlooked. There can be but little difficulty in coming to a conclusion as to which port on this side of the Atlantic ought to be selected as the port for the fast Atlantic service between Europe and Canada.

**Mr. GILLMOR.** There is another port in the Maritime provinces on the Atlantic seaboard, besides St. John and Halifax. My young friend from St. John (Mr. Hazen) urges as an argument in favour of that city, that it is nearer to Montreal and the west than Halifax, and, therefore, the most desirable port. Well, now, St. Andrews is forty miles nearer the west than St. John, and some 300 miles nearer than Halifax, and it is one of the best ports on the Atlantic coast. Further than that, the enterprising inhabitants of St. Andrews started a railroad before St. John or Halifax ever thought of one. I may say here that neither St. John nor Halifax ever did much for railways out of their own pocket; they always depended upon the public chest for their railways, and for almost everything else. More than forty years ago the enterprising citizens of St.

**Mr. FORBES.**

Andrews started a railway from that town to Quebec, and they now have a railroad that was entirely built through their own private enterprise, without ever costing the Dominion of Canada anything. St. Andrews is the nearest winter port to Montreal and Ottawa and the west, and it is the best winter port, there is no doubt about it. Those who have been there know its advantages. Of course it is not so big a place as Halifax or St. John, but they are both on the decline, they are going down, and St. Andrews is growing. Now, I will read a few words from a slip that I have here, with reference to the port of St. Andrews:

First, the port of St. Andrews is the nearest Canadian port on the Atlantic to Montreal and the North-west, being forty miles nearer Montreal than the port of St. John, and nearly 300 miles nearer than Halifax. It is fifty miles nearer the ocean than St. John and sixty miles nearer Great Britain than Portland, Me. This nearness to the business heart of Canada will tend greatly to reduce the cost of freight, by making the railway haul shorter. It also obviates the tolls at the cantilever bridge, St. John.

Second, it is a commodious port, with an abundant depth of water for the largest vessel afloat: well sheltered, and with excellent opportunities for erecting deep water wharfs at little cost. Admiral Owen, who made a survey of the port for the Imperial Government, has said of it that "there is no port within my knowledge better adapted by nature than St. Andrews for being made a mercantile port with extensive advantages and facilities, and, in short, what Liverpool has been made as a mercantile port at an incredible expense, this point of our colonies has every advantage to adapt it for, and which might be made fully available at trifling cost." Commander Campbell, commodore of the Beaver Line fleet, thus places himself on record:—"There can be no doubt that St. Andrews, both from its geographical position and from the natural advantages of a fine, commodious land-locked harbour, is certainly equal, if not superior to any port in the Dominion, as the natural winter port."

Now, Mr. Speaker, neither my hon. friend from St. John nor my hon. friend from Halifax, can point to any authorities like these in favour of their ports. It is mere local preference on their part. I have the report of admirals and other skilful men, in favour of the port of St. Andrews. I believe both the Minister of Finance and the Prime Minister have been at St. Andrews, and know something about that port. They have spent their summers there, enjoying themselves, and I have no doubt when they were there they promised the people to give this matter favourable consideration. I have heard those gentlemen very highly spoken of by some of the people. The Prime Minister, I have heard, enjoyed frequent boating excursions about the bay and harbour. He was wise in employing a good Liberal as boatman. I hope he paid him liberally. I have no doubt that he enjoyed the beautiful bay, which is equal, if not superior, to the Bay of Naples, as it is surrounded by lofty mountains and sheltered from the winds in every quarter. On the whole, there is no port on the Atlantic coast like St. Andrews for a winter port. Its na-