

for the government to say: We will ask the people to spend \$15,000,000 to give us a line 77 miles or 120 miles shorter than another line, when you can make better time and carry heavier loads on the longer line. This proposal is absolutely unjustifiable, and the people of this country will not stand it. Not all the influence which the Grand Trunk Pacific Railway can bring to bear on the electorate will justify the outrage proposed to be perpetrated. The new line will have heavy grades and besides will go through an unsettled country, and we know how important an element local traffic is to a railway. How long will it then be before this government will have this railway thrown back on its hands and be told that it has made a useless expenditure which cannot be made productive, and whose only effect is to sacrifice the road we already possess. I say that a saving of 77 miles or 120 miles counts for nothing. There will have to be more intelligent reasons given to justify the government in pressing through this feature of the scheme. I regret that the Intercolonial Railway, which is the people's own road, has not a friend in the whole ministerial ranks. I propose at all events to stand by it while I remain in public life, and knowing what I do of that road, I will not permit its character and quality and services to be minimized or depreciated without entering my protest. I do not know why we should have this new road. Who wants it? We have had a resolution passed by the city council of Moncton. They think that they want it. But if I know anything about the possibilities and probabilities of the future, they will yet say that they wished they had never got it. Running another railway will not do them any good. There will not be another pound of traffic passing through that city which would not pass through it if the Grand Trunk Pacific Railway were never built. But, there will be this result. Moncton is now a great railway centre. Arrangements were in contemplation, in fact the buildings are partly up, for the manufacture of cars and locomotives and other plant required on the Intercolonial Railway, in that town. All the machinery that would be required has either been furnished or contracted for. What for? In order that we might employ the labour of our own people in providing cars and locomotives required for the Intercolonial Railway. But you are going to dismantle those works as a necessary consequence of this new scheme.

Some hon. MEMBERS. Oh, oh.

Hon. Mr. BLAIR. My hon. friends laugh. Don't you make any mistake; if this Grand Trunk Pacific is not going to be a total failure, you will have to do it. It is one or the other; one or the other of these is to be sacrificed. And will the government sacrifice its own infant? I do not think it is going to see its own well-beloved strang-

led. It is going to stand up for it, and the poor Intercolonial has got to suffer the penalty; there is no manner of doubt about that. I say that if you take away the through-traffic, as you would do, from that road, and leave it a local road, you make necessary the dismissal of a very large proportion—I would say half—of the men employed in the workshops in Moncton. My hon. friends laugh. There are many things that have occurred in this whole matter that would provoke laughter, but not laughter such as that of my hon. friends. There is the laughter which suggests the want of knowledge of facts. And I say that want of knowledge exists. I appeal to my hon. friends every one of them, to know whether they ever took a single employee of the Intercolonial into their confidence, whether they advised with a single man of them as to what would be the effect of the construction of this line upon the business and interests and condition of that Intercolonial Railway. This whole matter was decided upon without a single Intercolonial official being called into conference and asked to say, calmly and of his knowledge, what would be the probable effect upon the Intercolonial of the adoption of such a policy as this. That is the conviction of the officials of the Intercolonial, and I think they ought to know. It is my conviction that it will dismantle the road, it will cut off its business, it will reduce the number of men employed. There would be no Grand Trunk Pacific shops in that locality. The people of Moncton ought to wake up to a knowledge of the facts that if they favour, as they appear to favour, the construction of this railway, they favour a policy which would be most injurious to their interest and which, under no circumstances, can possibly be of the slightest advantage to them.

Now, as to Halifax, I do not know what the attitude of Halifax is upon this subject. This much I do know—that nobody has better wishes for Halifax than I have, and nobody more wishes to see the traffic of the Intercolonial increase, and increase under such conditions that Halifax will get a fair share of that traffic. But I fail to see how the interests of Halifax can be in the slightest degree subserved by the policy proposed in these resolutions. There is not going to be more traffic over the two lines than there would be over one. I will show, before I sit down, why I say that. The conditions will be exactly the same as they are to-day as respects all the possibilities of traffic carried over the government railway. Now, you talk about the distances, and about the building of transcontinental railway. My hon. friend has said in his opening address on the introduction of this Bill, the great object they had in view was to get a railway which would give to the whole Canadian people the shortest and cheapest route between ocean and ocean. I want to know, if that is the object and the