

better judge of the wisdom of that line of action than I am. I have had no experience in that sort of thing, and I must leave my hon. friends from Halifax to take the advice or not as they think it wise or not. It is certainly an advice which the hon. gentleman has fortified by his example. He says, however, that my hon. friends from Halifax are not so popular as they were—that there is a good deal of anxiety amongst them. I can only say that, while I believe all parties in the city of Halifax are alike anxious to have this important question satisfactorily settled, and anxious to strengthen the hands, in every way possible, of their representatives here, I do not gather, from the careful consideration I gave the question, anything that would warrant the hon. gentleman in arriving at the conclusion that their constituents were at all uneasy, or that they had given them any reason to suppose they did not consider it fortunate that at present they were represented as they are in the House. When these papers are brought down, and the Estimates subsequently submitted to the House, there will be an opportunity of dealing with this question in all its bearings, and I am quite certain every hon. gentleman will be prepared to give his hearty support, to any measures the Government may submit that will have so desirable an end as the securing of a winter port in Canada. The hon. member for Guysborough (Mr. Ogden) has brought a competitor into the field. He is only discharging his duty to his constituents and the members of this House in taking the opportunity of reminding the House that there was another and a very important port, that might, at no distant day, become a winter outpost for Canada. I have no doubt at all that, when this great national line of communication is completed, as it will be, in a few years, from the Pacific to the Atlantic, the attention of the country will be attracted with great force to the question as to how the distance may be shortened between the old world and the new, what means may be adopted to shorten the distance, and whether by the construction of a comparatively short line of railway, the harbor of Whitehaven which, as that hon. gentleman has told us, was reported favorably on by Admiral Owen, when sent by the Imperial Government for the purpose, will attract the attention it has hitherto received. There is also the harbor of Louisburg to be considered. The time is not remote when the attention of Parliament and the public will be strongly drawn to the means by which we can bring more closely together, than by any existing means, communication between the most remote part of the Dominion and Europe. In the meantime, I do trust, and I may say I am still hopeful, that the means that can be adopted will have the effect of securing the accomplishment of so important an object as the making of Halifax a winter port of Canada. The statement which I was able to submit to the House a few days ago, as to the manner in which the Intercolonial Railway had been enabled to meet the efforts that had been made to bring the traffic of Quebec, Montreal and Toronto, the greater saving in time there was in placing the freight aboard at Halifax rather than Boston, will give us still greater encouragement to use all our efforts for the purpose of securing the transmission of Canadian trade over the Intercolonial Railway. When we are considering the Estimates, by which time the papers will be on the Table, there will be the fullest opportunity for discussing this important subject in all its bearings.

Mr. ANGLIN. The Minister of Railways and other speakers have laid down principles on the discussion of this question, from which, I for one, must dissent. The Minister takes it for granted that the only port which can possibly be the outlet of the winter trade of the Dominion in the near future, must be the port of Halifax. I would gladly render any assistance in my power to the city of Halifax in its endeavor to obtain that share of the trade of the Dominion, winter and summer, to which it is fairly entitled, by

reason of its being one of our principal ports, as well as by its peculiar position on the Atlantic. But that is not the only city to which it was promised before Confederation that a large tide of commerce would flow to it, and through it, after the Provinces were united. We, in St. John, were told in language just as glowing, and promises quite as brilliant were held out to us, that the flour and the pork, and the butter, and the cheese and all the other productions of the Upper Provinces of Canada and the great North-West would pour down to our city; that storehouses and elevators would be built at our harbor, that the city would resound with the busy hum of those engaged in sending to Europe the principal productions of the Upper Provinces, and forwarding to those Provinces the goods imported from the outer world. We have a right to claim that those promises shall be fulfilled. True, these promises were not very distinctly reiterated immediately before the last General Elections; other modes were found of addressing the electors and inducing them to prefer those who were out of office, to those who were in; but the old-standing promises have not yet been fulfilled, and they are peculiarly binding upon the Government who are now in power, because they were made by hon. gentlemen who are now on the Treasury benches. While Halifax has peculiar advantages, to the benefits of which it is fairly entitled—while standing, as it does, on our Atlantic front, it ought to be made, as it has been made, a port from which the mails should be sent to, and received from Europe and the West Indies—we, in St. John, too, have advantages for carrying on a large trans-Atlantic trade. We could supply cargoes for shipment which Halifax could not supply, and, owing to the great decadence of the trade of our port, it is absolutely necessary for the prosperity of the city, that something should be done by some competent power to establish a regular line of steamers between St. John and some port or ports in Great Britain. I believe that application will shortly be made to the Government, by the City Council, the Board of Trade, and other bodies in St. John, for assistance for such a line, perhaps not at present a weekly but a monthly line, connecting St. John with some British port or ports. The hon. Minister of Railways is mistaken, I think, in supposing that he can, by such an experiment as has been proposed, ascertain whether it is possible to send grain profitably from the upper country by way of the port of Halifax. That can be ascertained as well without making such an experiment. It is an easy matter to ascertain at what rates large quantities of grain can be carried to the terminus of the Intercolonial, at the Chaudiere, how much the carriage of grain from that point to Halifax will cost, how much it will cost to put it on board ship, and I submit that it is scarcely necessary to build elevators in order to ascertain the cost of loading grain, as these rates are perfectly well known. Every item of the cost of such a traffic, supposing vessels could be permanently and largely employed in the trade, are ascertainable without making the experiment which has been spoken of. I believe a large number of Halifax merchants, not long ago, repudiated, in very strong terms, the proposal to make such an experiment, as they felt that if the experiment were made the result would be to afford the Government an excuse for not going any further, or, to use a form of expression, which would, perhaps, be preferred by those more friendly to the Government, the experiment would satisfy the Government that the trade could not profitably be carried on. The other experiment of permanently making Halifax or St. John the terminal port of a line of steamers the only one which would fairly test their respective advantages as a winter outlet. I know that for some time back it has been almost impossible for persons desirous of shipping cattle or other produce from Halifax to ascertain a week or two before the arrival or departure of the