

claiming that something still remains to be done, the great strides made towards the accomplishment of the objects we have at heart through the management of the Intercolonial by the present Minister of Railways. We have the rates for grain so established that, to-day, were the necessary terminal facilities afforded, and the necessary arrangements made with the steamers crossing the ocean, the rates would be in favor of Halifax. Grain can be carried to Halifax now, over the Intercolonial, at not more than 8c. to 9c. per quarter over the rate to Portland; and we have the authority of Sir Hugh Allan that it can be carried from Halifax by steamer, to Great Britain, at 6d. sterling, or 12c. less than from Portland. If the proposed arrangements were carried out, there would be an advantage to the shipper from Halifax of, say 3c. or 4c. a quarter. There has also been provided excellent accommodation at Halifax for the shipment of cattle. I believe there is not on the continent, to-day, a port possessing greater facilities for the shipment of cattle and produce, generally, than Halifax. A number of railroad men visited it last summer, and expressed surprise at finding those facilities so great, and complimented the General Superintendent of the railway on the complete arrangements for business that had been made. Then, we have arrangements for the speedy delivery of freight. When I asked the question the other day, regarding the transmission of goods over the Intercolonial, whether the statement in the Montreal papers, telegraphed from Quebec, that great complaints were heard there, that goods landed at Halifax a fortnight before, were still undelivered at Quebec, I certainly supposed that when Halifax was mentioned in that connection so distinctly, the detention had occurred on the Intercolonial. The question, according to the rules of the House, could not then be considered. But I take the present opportunity of referring to the fact, that that telegram created the impression that goods brought over the Intercolonial from Halifax to Quebec were detained on that road. What is the fact? So far from this being the cause, they were the goods from Boston that had not arrived in time; and we were assured that had they been transhipped over the Intercolonial, they would have reached their destination in 55 hours from the time they left Halifax, and before the steamer which brought them to that port was docked at Boston. I have also other information by telegraph, showing that this has occurred since; that in the case of goods brought to Boston and goods brought to Halifax, the goods by Halifax arrived at their destination in Quebec before the same steamer could land them in Boston. For the energy displayed in providing those facilities and ensuring this speed, I desire to make acknowledgment to the hon. Minister of Railways. Of these advantages, the western portion of the Dominion reap, as we desire they should, the benefit. But, although it may be said that, by the construction of the Intercolonial Railway as it exists, these great facilities are afforded, although the condition in the Act of Confederation is fulfilled in the letter, I have to contend here, to-day, that it has not really been fulfilled in spirit. Something still remains to be done to give us a continuous and through line of conveyance to England—a continuous line upon which shippers can, at all times, depend; and, in asking that this should be done, I am not asking for that which concerns the Maritime Provinces alone, but for that which, I conceive, concerns the western provinces perhaps still more. I am asking for that which is in perfect consistency with the National Policy that has been inaugurated in this Dominion. That National Policy does not consist solely of a Tariff; it comprehends all that will tend to the promotion of the welfare of this Dominion, all that will tend to give it a national status, and that which will create trade within our own borders and facilitate in every way both interprovincial trade and trade with foreign countries. I have reserved for this part of my statement a quotation from the speech of another eminent statesman of Canada, at the time of the debates on

Confederation. I refer to Hon. Mr. Rose now Sir John Rose, who said:

"My hon. friend seems to think that the Intercolonial Railway is an undertaking of doubtful advantage, if it is not one of positive uselessness. But does my hon. friend think we can safely continue in our present position of commercial dependence on the United States? Shall we be denied access to the sea-board for a bale of goods or a bag of letters? Are we to be for all time to come dependent on the fiscal legislation of the United States? Is it to come to this, that in the winter season the Upper Canada farmer shall have no means whereby he can send a barrel of flour, or the Lower Canada merchant a bale of goods, to the sea-board, without the leave of the United States? Is my hon. friend disposed to leave us in this condition of commercial dependency for ever? I do not hesitate to say that if the bonding system were done away with half the merchants in Canada would be seriously embarrassed, if not ruined for the time. In the winter season you could not send a barrel of flour to England. You could not receive a single package of goods therefrom."

We have comparatively quick despatch already secured over the Intercolonial Railway; we have the rates so adjusted and arranged as to promote the object we have in view. What further then is required? We contend that all these fall short of the requirements of that trade; we contend that it is absolutely necessary there should be erected an elevator, in order to provide proper facilities for the shipment of grain at Halifax as a terminal port. It is not enough that we should have a mail winter port. The expenditure will have been a useless one if the course which is now being pursued by the Messrs. Allan, of carrying freight beyond Halifax to the port of Boston, be continued. Preparation had been made at Halifax this winter for the reception of a large quantity of freight from these Allan steamers, and yet the first that came landed but twenty-one tons of freight. Though rates have been adjusted and facilities provided for ample shipments and quick despatch, all these will be of little avail unless we have provided also quick despatch for the grain which may be brought to Halifax to be shipped from that port. It devolves on the Government, as the owners of this railway, to provide whatever facilities are required for the shipment of produce brought over their line to be transported to another country. The railways of the United States, I believe, generally provide these facilities. I have under my hand a copy of a letter addressed to one of the merchants of Halifax, by a gentleman in Baltimore, in which he gives us an account of the manner in which these shipments are made, showing that they are taken care of entirely by the railway, brought to their depot, put into the elevator and shipped by steamer, the shipper in the West having nothing whatever to do with the transshipments, and knowing nothing of the cargo until it is landed at its destination in England or Germany, or wherever it may have been intended for. But, although the elevator should be erected, we shall have to go one step farther. There must be a stated through rate for grain and other commodities, so that the shipper may know exactly the rate which he has to pay from the place where he puts his goods on board the cars to the point of delivery. To this end it is absolutely necessary that some arrangements should be made with a line of steamers by which rates could be constantly known and quoted. I firmly believe that when the papers are brought down, and when the delays which seem so strange to us come to be accounted for, it will be found that a great deal of the inconvenience has been occasioned by inability to find the ships to carry grain upon anything like the terms proposed by Sir Hugh Allan a year or two ago. It will be found that whilst steamers, plying regularly between Halifax and a port in Great Britain, could carry it at the low rate which has been quoted, ships cannot be obtained to carry experimental cargoes at such a rate. I have seen from correspondence with the owners of steamships, that the same rates have been demanded from Halifax as New York; but I am hopeful that, in the course of the present winter, the difficulty will have been overcome, as I think it