

between this and the next session. Further, I say that I feel confident that even if we did nothing now; if we passed no measure this session, no time would be lost, because having got so far ahead in the season, it is not at all probable that any company will do much work on any of those lines during the present year; and I have the best reason for knowing that the President of the company that is expected to build this road has stated that he did not propose to do anything on it until next spring. As we are about spending a great deal of money upon a work which, if done in a proper way, may be of great commercial value to the whole country, and the improper doing of which would inflict a permanent injury on a large portion of the Dominion, I think we had better make haste slowly, and take from now until next session to make further surveys to find out which is the best line; and if we cannot wait to do that, then build the link between Fredericton and Salisbury and make the surveys west of that. I regret that I shall not be able to vote for the bill in its present form. I presume it is a bill that cannot be amended in this Chamber.

HON. SIR ALEX. CAMPBELL—We cannot amend it.

HON. MR. POWER—Then I, for one, shall feel constrained to vote against it; although I am in favor of several provisions of the bill.

HON. MR. WARK—There has been a great deal of discussion in this House about railways, and I have not hitherto taken part in them; but one point for consideration in connection with all these questions is that the holder of the goods to be shipped has been entirely overlooked. We have heard of the opinions of engineers, and of the opinions of people who live at the various ports which they favor, but when it comes to shipping goods, the man who owns the goods will inquire what it is going to cost him to transport them to a shipping port, and on what conditions he can get his goods shipped from that port to the market to which he wishes to send them. He will send his goods just by the route by which he can have them transported cheapest,

and in the shortest time; and neither the opinions of engineers nor of politicians can influence that arrangement. We have had a good deal of discussion about St. John and Halifax as winter ports. I cannot conceive that goods will ever be carried from the North West in the winter season round the north of Lake Superior and thence to the Atlantic, unless there is some remarkable rise in prices in the markets of Europe. Montreal will still be the principal port from which goods will be shipped. There are other goods that will want an outlet from Ontario in winter, and then what must be considered will be the question of the owner's own profit. When the people of Halifax begin to ship grain, and go and purchase it and carry it down in ships that they build for that purpose, they can have Halifax for a winter port; and when the people of St. John become the owners of the property to be shipped, and carry it down to their own ports for shipment, St. John will become a winter port; but so long as the goods are on this western end of the railway line the owners will always select the route by which the cost of transportation will be lowest.

HON. MR. ALMON—I rise with a great deal of diffidence to make a few remarks on this subject because it is so late in the session, and I think the least said, unless it is from a practical point of view, on this question the better. I am not in favor of either of the short lines, whether proposed by the Government or supported by the hon. senior member from Halifax. I think our geographical position is such that Portland must always be the winter port of the Great North-West. The only way in which it can be obviated is if we can have a line going through the British Provinces and centring at Halifax and St. John, by which goods can be carried as cheaply as to Portland or Boston. What I would suggest would be that the Government should either buy the North Shore road and connect it with the Intercolonial, or else buy from the Grand Trunk Railway that portion of their line to Richmond and extend their own line to Montreal, and let it be under the management of the Intercolonial Railway, and let it be known that the freight over that is the same as the freight from Montreal to Portland.

HON. MR. POWER.