

tent in the same position as Montreal. A ship which becomes disabled on the Atlantic ocean is not going around Sable Island and up through the difficult and dangerous navigation of the Bay of Fundy to get to a dry dock at St. John. Of course St. John has many good qualities, and there are ways in which, when the tide is full, the harbour of St. John is a very good harbour. But it is not the place for a dry dock. Yet here the Government is proposing, I understand, to guarantee the payment of the bonds on this dock to the extent of four or five millions for a work which will necessarily be a failure. I am not saying they should do anything for Halifax. We have a fairly good dry dock there, and it may, in the course of time, need to be added to. But Halifax, or St. John's, Newfoundland, or New York, is the place to which a ship disabled on the Atlantic will naturally make. I hope the Government will keep their eyes open at any rate with respect to the undertaking at St. John. There are terminal facilities being constructed at great expense at St. John. Of these I do not know anything, but I assume they are valuable and useful works. I can speak, however, with a certain amount of confidence with respect to the terminal facilities which are being provided at Halifax. I am not going into the question now; it is too late, and it is a local subject; but I may say this: that the view which I ventured to express in this House last session with reference to these terminal facilities has been borne out by the facts. The scheme now in course of construction in Halifax is exceedingly unpopular, and calculated to do the utmost possible damage to the city. It is a rather singular thing in connection with the facilities at Halifax that the Chief Engineer of the Government railways, the Chief Engineer of the Intercolonial railway, and all the other officers of the Railway Department and of the Intercolonial railway, were completely ignored by the Government when they undertook to devise a scheme for those facilities. A gentleman whose experience had been chiefly in dealing with dredging in the St. Lawrence river, was brought down or instructed to go down to Halifax, and make plans. When his plans were made they were apparently looked upon like the laws of the Medes and Persians—they could not be altered or amended. If any hon. gentleman interested in this subject refers to the Sessional papers of 1881 he will there find that Collingwood Schrieber, who at that time was Chief Engineer of the Government railways, and P. S. Archibald,

who was Chief Engineer of the Intercolonial railway, recommended a method of getting to the shipping point which would have avoided all the objections to the scheme which the present Government has adopted. This method would have served the purposes much better, and would have saved at least seven miles in length, which is an important consideration.

There is just one further observation I should like to make if hon. gentlemen will permit me. When the Canadian Northern Railway Company began to run steamers across the Atlantic, they selected Halifax as their port of departure and arrival. For three years they continued to utilize that port.

Hon. Mr. CASGRAIN—In the winter time only.

Hon. Mr. POWER—In the winter time, of course; in the summer they go to the St. Lawrence. The Canadian Pacific Railway Company during those years, up to last spring sent their ships to St. John. During the last fall the Canadian Pacific Railway Company made up their minds that they could not afford to send their ships by the Bay of Fundy to St. John, and they decided that they should sail from Halifax. That was a matter for the steamship company one would suppose, but the Government took Mackenzie and Mann by the throat, so to speak, and insisted that they should transfer their ships from Halifax to St. John. Now, that is a thing quite unprecedented. The only excuse they could give for doing this, they have not a right to do it, is that these ships carried the mails. Well, what is the duty of the Government of this country with respect to the mails? It is to see that the mails between England and, say Montreal, are transported in the shortest possible time consistent with safety. St. John is at least 250 miles further from Liverpool than Halifax is.

Hon. Mr. DANIEL—How much nearer is it to Montreal than Halifax?

Hon. Mr. CASGRAIN—Two hundred miles.

Hon. Mr. DANIEL—Just so.

Hon. Mr. POWER—There have been various test cases. My hon. friend must bear in mind that an express train travels quicker than a steamer.

Hon. Mr. DANIEL—Exactly; that is all the better.