

the effect that this road, instead of running to Moncton, should run to St. John. If that amendment had carried, you would not have heard a word from any one in St. John against it; but that amendment was unfair to the maritime provinces.

CANADIAN ATLANTIC PORTS WILL BE BENEFITTED.

This scheme is not for the benefit of only one port in the maritime provinces. It is a scheme which we believe will develop the maritime provinces generally, a scheme which deals with the rival ports fairly. If we had adopted that amendment, we would have been unjust to the maritime provinces as a whole—unjust to eastern New Brunswick, unjust to the great county in which Moncton lies, unjust to Nova Scotia, unjust to Prince Edward Island; and if in order to please any one section of any one province it is necessary to be unjust to all other sections, such a policy will find no favour in the minds of this government. But while this scheme holds out hope to the maritime provinces generally, there is no part of the maritime provinces which ought to regard it with more satisfaction and hope than the city of St. John. When you arrive at Moncton you are much nearer to the city of St. John than to any other important port in the maritime provinces. When in former years a similar scheme was proposed, and some one suggested that it would be hostile to St. John, a distinguished public man in the legislature of New Brunswick said: If you bring the railway to Moncton, which is 90 miles from St. John and 186 miles from Halifax, if St. John cannot make its way under these conditions, St. John does not deserve to make its way. That was the sentiment of a distinguished man in the legislature of New Brunswick, and we might echo it to-day.

Mr. EMMERSON. Who was the man?

Mr. FIELDING. I understand that it was the Hon. A. G. Blair, and I thoroughly endorse Mr. Blair's sentiment on that point. The city of St. John has every reason to believe that this scheme is a good one for that port.

A BOON TO OUR SHIPPING INTERESTS.

During the past winter some steamers went away from the port of St. John because they could not get freight there—because there was only one line of railway into St. John, the Canadian Pacific Railway. That railway has its own line of steamers, and very naturally and properly gave its freight to its own line. It would not give any freight to the Allan line, and the Allan line left St. John because there was only one line of railway to that port. We are holding out to the maritime provinces—to St. John, Halifax and all the new ports that will yet arise—the hope of having a fair chance in these matters; and in the language of my friend Mr. Blair, if you give them a fair chance and they cannot fight their own way, we believe it will be their own fault. But we believe that when this scheme is fairly understood, the people of St. John, the people of Halifax, and the people of the maritime provinces generally, will see that it is full of promise for them.

I have a strong hope that through this scheme the maritime provinces will get some of the grain trade of the west. I hope I am not lacking in enthusiasm, but I always try to temper it with caution, and not to promise too much. I know the difficulties in the way of a long haul by rail. I know that when you have a long haul to one port and a short one to another, the short haul has the advantage, and I quite realize that there are difficulties in sending the grain traffic to the maritime provinces. But we are overcoming difficulties of this kind in the development of this Dominion, and I do not see why we should not do it in this case as in others.

FAITH IN CANADA'S MARITIME PROVINCES PORTS.

But this is not a matter of grain traffic only. In the general traffic of the country, in all that goes to make up an interchange of traffic, I believe hopefully and confidently in the ability of the maritime province ports to overcome difficulties. They look with hope to the people of other provinces to be truly national in their aspirations, and to see that a national policy does not end when it reaches the boundaries of the province of Ontario or the province of Quebec, but that a truly national policy looks to the interests of every part of this Dominion, from the great west down to the