

increase the traffic over that line and its receipts must commend itself to me as worthy of the fullest and most attentive consideration of the Government. There is, however, a great difficulty, which was encountered by the late, as it has been by the present, Government—that Halifax, the natural outlet and trans-Atlantic port of the Dominion, has to contend with an open American Atlantic port which can be reached by a very much shorter journey by rail. All that could be done, by placing the Intercolonial in first-class condition, has been done by this Parliament. They not only provided for a first-class line from Truro to Rivière du Loup, but generously voted money to purchase the Rivière du Loup section of 127 miles, relay it with steel rails, and make it a first-rate road, so as not only to save time, but to reduce the cost of transit and freight coming into, and leaving the country, to a minimum. The Government, also, have considered whether it was not possible to reduce the cost of the carriage of grain very much lower than it was under their predecessors. This being a national question, we felt it was not necessary that the rate should be a paying one—that even if grain was carried at some loss, we still should be warranted in incurring a certain amount of loss, if we could thus make Halifax a winter port, and draw return traffic over the line, that would yield paying rates. Under this impression, the very lowest rate we considered possible was fixed, in the hope that it would induce the trade to send their grain over the Intercolonial to Halifax. Every person connected with the trade, frankly admitted that the rate was as low as it was possible to ask, as seemed necessary to accomplish the object. True, we did not ask Parliament for an appropriation for the construction of an elevator at Halifax. Of course, we quite understand you cannot ship grain with the facility and cheapness necessary for successful competition with other ports, unless you have an elevator. But there are two reasons why Parliament has not been asked for an appropriation for an elevator at that port. In the first place, we were in hopes that, having fixed a low rate for the transit of grain, private capitalists would take up the business of shipping grain, provide the necessary storage and means of cheap and easy shipment. One reason was, we thought it right at first, to see how far private enterprise would supply what was required; and, in the second place, we wished to satisfy ourselves, in case private enterprise did not supply the want, whether, provided there were an elevator, the cheapness of handling grain and other facilities obtained, would be sufficient to accomplish the object of Parliament. We have been exhausting the means of satisfying ourselves whether, by the construction of an elevator, we could make Halifax our outport for the shipment of grain in winter as a preliminary to asking that supply from Parliament, which, I am quite sure, it is entirely ready to give, to any measure promising the accomplishment of so desirable an object. I am not at all surprised that the people of Halifax should feel disposed to come together, irrespective of party, to press in the strongest possible way this question on Parliament. But it is not a Halifax question alone, Ontario and every part of the Dominion is equally interested in obtaining, if possible, a winter port in Canada, capable of doing as cheaply and efficiently the business of the country as a foreign port. I am quite sure, therefore, that every hon. gentleman will give the question his earnest consideration. I am glad to see the spirit in which the member for Richmond (Mr. Flynn), approached it, and to hear the assurance that he will be quite prepared to deal with it irrespective of party considerations. The member for Yarmouth (Mr. Killam) said some things with which I quite agree, and some from which I dissent. He said the reason why we have not succeeded in making Halifax a winter port was, that the Government were not able to deal with this question in the vigorous and enterprising com-

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mercial spirit which could be exhibited by a private company. I hope that in the consideration of a still larger question than this, the hon. gentleman will appreciate the fact that a private company will be able, not only to construct, but operate the railway more efficiently and more in accordance with commercial principles than is possible to any Government. I have no hesitation in saying, from some experience of my own, and from the consideration I was able to give this question during the existence of the late Government, that it is not possible for a Government to engage in such enterprises with advantage. They cannot become great speculators and merchants as railway companies can, purchasing large cargoes of grain and other things with a view to getting business. There are a great many ways in which it is quite possible for a private company, I believe, to deal more energetically and more successfully with such a measure than it is possible for a Government to do. Well, I agree with the hon. member for Yarmouth (Mr. Killam) on the question that a vigorous private company would be able to accomplish more in establishing a winter port, that a steamship and railway company combined would probably accomplish a great deal more, than could be done by a Government. There is another subject, on which I am not prepared to agree with him, and that is that the National Policy has been a difficulty in the way. I am at a loss to know from what statistics that hon. gentleman has formed his opinion that the Intercolonial Railway, or the traffic of the Intercolonial Railway, has suffered from the introduction of the National Policy. I would like the hon. gentleman to compare the returns of traffic at every way-station and at every terminal station, and at any point on the entire line, from end to end, with the receipts for traffic and the business done before the introduction of the National Policy; and I do not think he will find any reason to bring him to the conclusion that the National Policy has in any way interfered with making Halifax a winter outport of Canada. The papers laid on the Table to-day have some bearing on the subject, and that bearing is very much at variance with the conclusion at which the hon. member has arrived. The paper laid on the Table to-day shows that the National Policy, due directly to the present Tariff imposed in accordance with the National Policy, has had the result of raising the amount of sugar carried over the Intercolonial Railway from 7,809,364 lbs. in 1878, to 16,071,316 lbs. in 1879. I think the hon. gentleman will hardly find that the National Policy is interfering with making Halifax a winter outport, in giving new vitality to the West India trade. A great deal has been accomplished in the way of drawing traffic over the Intercolonial from every possible source, and on making the magnificent harbor of Halifax the *entrepôt* for the West India trade as well as an outport for ocean traffic from this Dominion during the winter. I may tell the hon. gentleman that the papers laid on the Table of the House to-day, show that, during the three months of 1880, 8,131,380 pounds of sugar were carried over that road more than in the whole year of 1878, which will show that the facts bearing upon this question go to establish an entirely different view from that which the hon. gentleman has given. As I said before, the hon. gentleman stated some things with which I heartily agree, and I have explained them to the House. He has also taken this ground, in which I do not concur, and he closed, I think, with some advice to my hon. friends from the county of Halifax, with reference to which I tell him frankly he is better qualified to give advice than I am. He says these gentlemen having been sent here to support this Administration, having given a hearty support to this Administration, should lie in wait for an opportunity when the Government would be engaged in some great measure, and throw their weight into the scale by going from one party to the other, and see how much they will obtain for their constituents. The hon. gentleman is a