

the Port of Halifax to Great Britain. He said: The object I have in view in making this motion is to elicit information regarding the efforts which have been put forth to realize the expectations of the people of Halifax with respect to the shipment of grain to England by way of that port. This is a question which has, for a long time, been of great interest to the constituency I represent, and that interest has of late been greatly intensified. I do not bring it forward as a matter of merely local concern, unless, indeed, that be a local question which affects every locality in the Dominion as regards its facilities for trade; I look upon it, not as a mere local question, but as one of great national importance, and I am sure every member of this House will feel that I am justified in this view when he recalls the speeches which were made prior to the union of these Provinces, the glowing anticipations in which the gentlemen who promoted that union indulged, the fond hopes which they raised, and I may go further and say the promises which, on that occasion, were made. While glancing over the debates on the Confederation of the North American Provinces this morning, I was struck with the large extent to which the maritime element entered into the discussions of that great scheme. I will not weary the House with any long extracts, but I must turn to two or three references. On page eight of those Debates I find that the late Sir E. P. Tache, after referring to the great advantage which would result from a union of the Maritime Provinces with Canada, depicting their various resources in minerals and in fisheries, and alluding to their ship-building industry, goes on to say:

"As to their harbors, he had had the good fortune to visit them personally, and would say they could not be surpassed anywhere; in fact, he believed they were unequalled in the world. He would especially refer to that of Halifax, and would ask hon. members to imagine an extensive roadstead, protected by several islands, standing out in the sea so as to break the waves and quiet the waters in the worst of storms. This most beautiful harbor could accommodate, in perfect safety, more than one hundred of the largest vessels; but this was not all, for, at the east end, where it diminishes into a gully, but with very deep water, you enter into a large natural basin, rounded, as it were, by the compass, and of an extent sufficient to take in all the navies of the world. The entrance to this magnificent inner harbor was rendered inaccessible to any foe by the fortifications erected at the mouth, and the entrance could, moreover, be so barred that no hostile fleet could ever get through. * * * Well, under the union, Canada would become a partner in these advantages, and with the harbors of Halifax and Quebec, they might well feel proud of their country."

And that great statesman, Sir George E. Cartier, comprehensive in his views, formed a just estimate of the benefits which would result from a union of these Provinces. Having visited Nova Scotia and New Brunswick, he said:

"He had stated before audiences in the Lower Provinces that, as far as territory, population and wealth were concerned, Canada was stronger than any of the other Provinces, but, at the same time, was wanting in one element necessary to national greatness—the maritime one; and that, owing to the large trade and commerce of Canada, extensive communication with Great Britain, at all seasons, was absolutely necessary. Twenty years ago our commerce for the year could be managed by communication with Great Britain in the summer months only; at present, however, this system was insufficient, and, for winter communication with the sea-board, we were left to the caprice of our American neighbors, through whose territory we must pass. He had also alluded to the bonding system, which, if the Americans were to withdraw, Canada would be left in winter without any winter harbors. Canada, having two or three elements of national greatness—territory and population—wanted the maritime element; and, as he had said,—the Lower Provinces had this element and a sea-board, but not a back country or large population, which Canada possessed,—and for the mutual benefit and prosperity of all the Provinces, all these elements ought to be united together.

Then another statesman, whose views are always received with respect, Sir Alexander Galt, first dealing with the question of how the material interests of the Provinces could be promoted by the union, proceeded to offer the following remarks on the resources of British North America:—

"Possessing, as we do, in the far western part of Canada—perhaps the most fertile wheat-growing tract on this continent,—in central and eastern Canada facilities for manufacturing such as cannot be surpassed,—
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and in the eastern or Maritime Provinces an abundance of that most useful of all minerals, coal, as well as the most magnificent and valuable fisheries in the world, extending, as this country does, for two thousand miles, traversed by the finest navigable rivers in the world, we may well look forward to our future with hopeful anticipation of seeing the realization, not merely of what we have hitherto thought would be the commerce of Canada, great as that might become, but to the possession of Atlantic ports which we shall help to build to a position equal to that of the chief cities of the American Union."

I wish to emphasize this last statement—that the possession of Atlantic ports which we shall help to build to a position equal to that of the chief cities of the American Union. The late lamented Mr. George Brown, whose name I would mention with all honor, though differing from some of his political views, which he enforced with great power, and whose remarks upon this subject were those of a statesman, said: "As a commercial enterprise the Intercolonial Railway has not, I apprehend, any considerable merit." We have heard a good deal about that railway being run upon commercial principles, after it was built. It was not intended so much as an enterpriselikely to result in revenue to the Dominion. It was regarded as a road desirable to open up inter-provincial trade, and offer facilities for the traffic of this great Dominion from its most western limit to the terminal port on the Atlantic. Mr. Brown said:

"As a commercial enterprise, the Intercolonial Railway has not, I apprehend, any considerable merit; as a work of defence it has, however, many advocates; but if the union of the Provinces is to go on, it is an absolute necessity; and, as the price of union, were there no other arguments in its favor, I heartily go for it. The advantage it will confer on the Maritime Provinces can hardly be overrated. It will make Halifax and St. John the Atlantic seaports of half a continent—it will ensure to Halifax, ere long, the establishment of a line of powerful steamers running in six days, from her wharves, to some near point on the west coast of Ireland—and it will bring a constant stream of passengers, and immigrants through those Lower Provinces, that never otherwise would come near them."

These are among the anticipations which were indulged in and the promises offered to the Lower Provinces. The project essential to the realization of the purpose which those statesmen contemplated was made a condition precedent to the passing of the British North America Act itself. The 145th clause recites:

"Inasmuch as the Provinces of Canada, Nova Scotia and New Brunswick have joined in a declaration that the construction of the Intercolonial Railway is essential to the consolidation of the Union of British North America, and to assent thereto of Nova Scotia and New Brunswick, and have consequently agreed that provision should be made for its immediate construction by the Government of Canada: Therefore, in order to give an effect to that agreement, it shall be the duty of the Government and Parliament of Canada to provide for the commencement within six months after the Union, of a railway connecting the River St. Lawrence with the City of Halifax, in Nova Scotia, and for the construction thereof without intermission, and the completion thereof with all practicable speed.

It may be said that the conditions have been fulfilled in the construction of the Intercolonial Railway to the harbor of Halifax. I may here remark that the results of the construction of that railway are not such, I think, as to spread dismay among hon. members regarding expenditure, or those further facilities which I propose to advocate to-day. It has, indeed, more than fulfilled the anticipations of its most sanguine promoters, and disappointed the expectations of those who indulged in lugubrious predictions in regard to it. When the question of the Intercolonial Railway came up, there were men who endeavored to pooh-pooh it entirely, who spoke loudly and long regarding the expenditure which it was to involve. That millions of dollars per annum would be lost upon it was asserted by men alleging the impossibility of ever making it our avenue of trade from the Upper Provinces. It was said that flour could never be carried over that railway. One gentleman spoke of the impossibility of carrying flour over it, stating that the whole value of the flour would be eaten up by the expense of carriage; and another hon. gentleman responded "Yes, all but the hoops." But what are the facts? To-day those productions are carried over it as cheaply as over any rival route, I have to acknowledge, while