

According to hon. gentlemen opposite the extraordinary terms were all in favour of the Grand Trunk, but Mr. Allen thought the extraordinary terms were so much against the Grand Trunk that he resigned from the board.

And what is almost worse than anything else, the line—which is to be built to a standard not inferior to the main line of the Grand Trunk—is to take all the traffic over the line entirely through Canadian territory to Halifax, leaving the Grand Trunk section to Portland, with its expensive lifts and miles of sidings out in the cold. (Applause.) Add to this the right of the government to allow running powers over the line to any company it pleases, to fix the rates, and, in fact, to do practically what it likes.

That is the statement of one of the directors of the Grand Trunk Company. Hon. gentlemen opposite can see nothing in these clauses to send the traffic to Halifax or St. John, but this director of the Grand Trunk Company saw enough in them to enable him to declare that these clauses obliged the Grand Trunk Railway Company to send the traffic down to the maritime provinces, and for that among other reasons he tendered his resignation and left the board.

PROMOTES INTERPROVINCIAL TRADE.

We have been speaking of this traffic as between the east and the west, very largely in relation to the handling of grain. The grain traffic is most important, and we hope that much of it will come down to the eastern provinces. But at the same time let me point out that the grain traffic is not the only thing to be considered in this connection. There are a million people in these provinces down by the sea; they expect to produce something that they will wish to send to the west; they expect to consume the things which the west shall send to them; their desire is to have a shorter, a quicker and better means of transportation between the east and the west.

Whether we carry the grain or not, we believe this road is going to have a very important effect in developing improved communication between the east and the west; and Moncton is selected for the reason that it is in the very heart and centre of the maritime provinces. It is in the eastern part of New Brunswick close to the Nova Scotia boundary, and almost within a stone's throw of the point at which you leave the Intercolonial Railway in order to make communication with Prince Edward Island. All the traffic coming from the west to Prince Edward Island or coming from Prince Edward Island and proceeding west, will cross the straits at a point near Moncton—between Summerside or thereabouts and Point du Chene near Shediac. There is another crossing between Picton and Charlottetown, but that does not touch the traffic with the upper provinces. Moncton is selected as a convenient point which will give access to all portions of the maritime provinces.

ST. JOHN AND THE NEW RAILWAY.

Efforts have been made to create a hostile feeling to this scheme in the city of St. John. I undertake to say, from some little knowledge of the affairs of St. John, that the Grand Trunk Pacific scheme had very little to do with the result of the recent election in that city. There were local conditions which people down there understand well which account for the result. I believe the best minds of the city of St. John recognize the importance of the Grand Trunk Pacific scheme. There is no more intelligent, enterprising, plucky community in the Dominion of Canada than the people of St. John. They have shown great pluck and courage in dealing with the development of their port; and I give them all honour for it. I say the best and most intelligent men in the city of St. John recognize fully that this Grand Trunk Pacific scheme is a good thing for St. John as well as for other places. Of course, in every community you will find a little knot of narrow, selfish people, who consider the interest of their own place and nothing else. Every community has some of these people. In St. John, in Montreal, in Halifax, everywhere you will find a little knot of narrow-minded men who want to look out for number one, and have no care for any one else. If this government had agreed to send the Grand Trunk Pacific to St. John, you would not have heard a word of opposition to it from that quarter. You did not hear a word of objection to this scheme from the city of St. John on the ground of the large obligations or on any of the other considerations which are distressing hon. gentlemen opposite now. An amendment was moved in the Railway Committee to