

of consumers in the Maritime Provinces. This matter has been thoroughly discussed in the press of the country and at annual meetings of the Board of Trade for many years past. I will refer, for a moment, to a speech delivered by Mr. Dwyer, of Halifax, a gentleman occupying a high position in commercial circles in that city. The speech was delivered at the annual meeting of the Board of Trade, held in that city in January, 1878, and these were some of the reasons he gave for directing the attention of commercial men to the importance of Halifax as a winter port. He says:

"To show you that the road is worthy of your attention, worthy of all the favors you can bestow upon it, you will pardon me if I take up a few moments of your time in describing its usefulness. As your old winter mail route, to and from the Atlantic ocean, or to and from Europe, it has been referred to in terms of much approbation by your President in his opening address. For the conveyance of passengers from Europe or elsewhere who may land at Halifax, it is a safe and pleasant route, and it will not be the fault of the Intercolonial Railroad if they do not arrive at their homes with promptitude and comfort and perhaps a saving of valuable time. * * * As a carrier or distributor of your produce and manufactures to your maritime customers, either in summer or winter, the railroad is very far in advance of former routes, for rapid delivery and for the fine condition in which goods are delivered. This fact alone is increasing our trade with you by diverting a portion of that which has always existed between us and the United States, and for certain manufactured goods which formerly came from Great Britain."

From a return that was laid on the Table of the House last year, we find that the late Premier agreed to carry two cargoes of grain at 30 cents a quarter or \$15 a car load of twelve tons, which met with no response from the shippers of the west. When the present Government came into power the rate was very slightly reduced, the present Minister of Railways offering to carry grain at 26 cents a quarter, or \$13 a car load of the same weight, 12 tons. The Engineer of the Intercolonial Railway, Mr. Schrieber, stated that if return freight could be secured at 90 cents a ton, grain could be carried at 13 cents a quarter, or 63 cents a ton, without loss. If that rate were adopted on the Intercolonial I believe the grain trade of the west would be diverted to Halifax, and goods coming from Europe to the Dominion of Canada would find their way through Halifax and over the Intercolonial to the west. This matter is of the greatest importance to the people of the Maritime Provinces, and to the people of Nova Scotia and Halifax especially, and I believe that if the Government would erect a grain elevator at Richmond, and subsidize a line of steamers, making Halifax their terminal port, the expectations of the people of that city would be realized. We are told that a good deal has been done already for that city, and that the merchants should exert themselves; but I contend that Halifax has not received as much from the Government as Montreal or Quebec, which have been directly benefited by the subsidies which have been given to western railways, the erection of canals, and the improvement of the navigation of the St. Lawrence, not only at a great original expense, but a large annual cost to the revenue. It is only within recent years that Halifax received a depot worthy of the name from the Government, and that was given, not by this Government, but by their predecessors. As a representative of Nova Scotia, I join with the members for Halifax, in urging the claims of that city upon the Government, and I hope we shall see some practical benefits arising from this agitation.

Mr. OGDEN. I think the members from Halifax and from Nova Scotia, generally, have been moderate in their request that the Government should erect an elevator at Halifax, and that freight rates should be so reduced that grain from the West could be carried over the Intercolonial, as Halifax is at present the most available winter port. I also regret the merchants of Halifax have not displayed more energy and enterprise in building up the trade of their own city. The hon. member for Yarmouth (Mr. Killam) advised those who have the honor to support the present Government to go over to the Opposition, who, he said, would do more to advance the interests of Nova Scotia. I would like to ask the hon. gentle-

man how his late leader acted last Session when the members from Nova Scotia made a claim for their share of the Fishery Award. I think our interests are quite as safe in the hands of the present Government as they would be in the hands of the Opposition. But I wish to call the attention of the House to the fact that there is another, and a much better port than that of Halifax, which is 115 miles east of Halifax by water, and which can be connected with the Intercolonial by the construction of a road about forty miles long. I refer to the harbor of Whitehaven. Admiral Owen, who was sent out by the British Government, says in his report:

"Whitehaven is a most splendid and commodious port, at the nearest available point of North America to England, its natural facilities greatly exceeding those of Halifax or any other point upon the coast. The nature of the coast and entrances preclude the possibility of packed or drift ice accumulating, so that the ingress and egress are always free and open. In case of fog the attainment of Halifax harbor requires twenty miles of pilotage navigation; for Whitehaven, never more than three or four."

This port is 115 miles nearer Europe than Halifax, and can be connected with the Intercolonial Railway by the construction of a road forty miles long, which would give us a route to the sea-board, eighty miles shorter than is provided by way of Halifax. I, therefore, make a claim that, Whitehaven be made the winter port of the Dominion. I do not ask that it be done immediately, but, I think the Government should survey a line, tapping the Eastern Extension Railway, which is now completed, then afterwards build a road, say from Moncton to Whitehaven, running through the county of Pictou, represented by the hon. the Minister of Justice, and through Cumberland, represented by the hon. the Minister of Railways, who, I think, must be favorable to this scheme. When that is done, and the Megantic Railway is built, the distance to Whitehaven will be reduced very materially. This route will be something like 500 miles by rail and 100 miles by water shorter than the present route to Halifax. It should have been built long ago. I am surprised that the late Administration did not leave such a legacy when they went out of power as even a promise that an elevator should be erected. I do not wish to raise any sectional cry as against Yarmouth or St. John. Complete the Intercolonial by erecting an elevator, and then place in the Estimates of this Session a sufficient sum to survey this railway, which will ultimately make Whitehaven the winter port. We will not ask you to buy cargoes of grain or to speculate for us. We have enterprising men who will do this themselves, and strive to make this one of the largest and most prosperous towns in the Dominion.

It being Six o'clock the Speaker left the Chair.

AFTER RECESS.

Sir CHARLES TUPPER. This question is one of very great importance, but I think it would be better to postpone a full discussion of it till the papers asked for are before the House. It is quite impossible for hon. gentlemen on either side of the House—I think I may say on this question there is only one side—to discuss it properly without the papers detailing the various steps taken in reference to this measure. There is probably no gentleman in the House who does not fully realize the great importance to Canada of having a winter port within our own Dominion, and of making every reasonable effort to realize all that is possible in this direction. I am quite certain that any measure the Government can propose with that object will meet with the hearty support of hon. gentlemen on all sides. It is true that the experiments that have been made so far have not been so successful as might have been anticipated. Not only as Minister of Railways, but as a representative of Nova Scotia, I feel the very deepest possible personal interest in the success of this enterprise—the obtainment of a winter port within the Dominion; and, as Minister of Railways, anything that can