

Maritime Provinces, unfortunately, in a way not to be a road such as is required for commercial purposes. Hence our decision to-day is that we must construct another. I cannot cast any reflections upon the representative of New Brunswick in the Cabinet of that day, for I must confess that I, myself, after finding that the road was to go by the north shore, encouraged him to hold his position, notwithstanding the fact that it was forced upon him that the Province of New Brunswick should take the road in that way. When we were coming into Confederation one of the conditions of the Union was that we were to have a road from New Brunswick to Canada. It was understood then that there were three routes, one of which would be selected. One was known as the southern route, the other the central, and the third the northern route. It was stated in New Brunswick, and especially in the commercial city of St. John, that the southern route, the one we are now converging towards by this project, should be the road selected by the Government of Canada to accommodate the commerce of St. John. Our representative in the Cabinet, I think, pretty nearly promised that it should be the route; but the pressure brought to bear by Halifax, the Province of Nova Scotia generally, and, it was said, also by the British Government and the Government of the Province of Quebec, carried the balance in favor of the North Shore road; and the result has been that St. John from that time until now has never been satisfied with the North Shore road. For these reasons we are to-day anxious to have a commercial route, believing that the city of St. John is so geographically situated as to become a great shipping port for Canada and the west during the winter season, provided we had a commercial route to carry trade to that port. One hon. gentleman stated here that his great fear was that in carrying out a project of this kind, the trade would be intercepted by the city of Portland, or the city of Bangor, in the State of Maine. We are not afraid of the city of Portland, because the Grand Trunk Railway at present terminates at that port. As for the city of Bangor, we are not afraid of that either, because it is closed with ice in winter season. It is situated

on a river that is frozen over as early as the rivers north of it, hence it would be no object to ship goods to Bangor during the winter, because they could not be shipped from that port; they would have to come to St. John, and the great object is to get a direct route to the port of St. John where it is open the year round. I feel great regret on this occasion, that I have somewhat to advocate a road that is not satisfactory to the city of Halifax. I regret this the more, because since I have had the honor of a seat in this House I have always had the interests of Halifax equally at heart with those of the city of St. John. We have no envy or desire to injure Halifax; we would be most happy that Halifax should have her fair share of the trade of Canada; but we cannot help our geographical position on the sea coast. We are nearer Montreal and the west. We have an open port the year round, and we fear nothing, provided we have a direct commercial route from the west. That commercial route is a road that will have to pass through a portion of the United States; it will have to be a company road; it will have to be operated as a company road, and on commercial principles. Hon. gentlemen will see that Halifax has nothing to complain of. Halifax to-day has the great Intercolonial Railway, and so has the Province of Nova Scotia, and so has the northern portion of New Brunswick; and as for the city of Quebec, I do not see how it can be jealous of a direct line. I do not see how they can suppose that we are to submit a second time to have a road specially built—after building the Intercolonial Railway—for the use and benefit of Quebec alone. They must not be too selfish. They must see that, after all, trade, like water, will find its level, and that the shortest route must prevail, and that route, by looking at the map, is not a line touching at Quebec. Starting from Montreal, and taking the city of St. John as an objective point, it will be seen that no line can be projected touching at Quebec that will be much shorter than the Intercolonial Railway. If you want a short route that will not be superseded, a commercial route, you must select the shortest; and while we are about it, let us finish it as speedily as possible, and give the people of St. John something that will satisfy them that they did not come