

They insist on one thing and one only. They say that the Grand Trunk Pacific Railway itself must be built to a Canadian winter port. This is the message of Mr. Jarvis, and the St. John Board of Trade. That is the resolution of the city council and the county council of St. John, of the legislature of New Brunswick, of the other bodies which have made declarations on the subject.

So much for public opinion in the province of New Brunswick and in the city of St. John.

VIEW OF HALIFAX BOARD OF TRADE.

Let us briefly call attention to a resolution of the Halifax Board of Trade.

Whereas, objection having been taken to that part of the Grand Trunk Pacific Railway scheme which provides for the building of the road from Winnipeg to Moncton—

Observe that the Halifax Board of Trade has said that somebody has been objecting to this road going down to Moncton. Who was it, I wonder?

Whereas, objection having been taken to that part of the Grand Trunk Pacific Railway scheme which provides for the building of the road from Winnipeg to Moncton, N. B., this board desires most emphatically to reaffirm its previous declaration (appended hereto) that no scheme of government transcontinental transportation will be either adequate or equitable to each province of the Dominion which does not ensure the carriage of Canadian products through Canadian ports in winter as well as in summer, and regards it as imperative that stringent guarantees to carry out that policy should be exacted by the government.

We further maintain that the construction of the road west of Quebec without ensuring its continuance east through Canadian Territory would be manifestly unjust to the maritime provinces.

This board is also of the opinion that the building of the shortest possible line through Canadian territory from Quebec to Moncton, N. B., would be of immense advantage to the maritime provinces, as well as to the rest of Canada, and would secure for the road a large share of through freight and passenger business, which at present is done through United States ports.

That is the verdict of the Halifax Board of Trade, not upon an empty or general principle, but upon the concrete scheme of building this road down to the city of Moncton. As the leader of the opposition knows, the Halifax Board of Trade is composed of men of both political parties. I will not say which of the two parties has the greater number of representatives on that board, but I do know that a good many of the gentlemen who signed and supported that resolution, and who have spoken to me about it, and declared their confidence and faith in this scheme of ours, are amongst the leading supporters of the hon. the leader of the opposition in the city of Halifax.

GOVERNMENT IN THE PUBLIC INTEREST.

My hon. friends opposite finding that their own policy on this matter is not receiving much favour in the lower provinces, they set out to try, if possible to decry ours. They have tried to make it appear that the clauses we have inserted in our contract are of no value. But, Sir, I do not think that any clauses you could put into legislation and practice could be more effective than those which we have provided. We have had an opportunity of judging of what hon. gentlemen opposite desired in that respect. They asked us through the voice of the hon. member for King's (Mr. Fowler) to put a clause in the Grand Trunk charter for the purpose of guiding and directing this traffic down to the maritime provinces. We did not think that was the right place to insert such a clause, but it is worth while looking up their proposal as an evidence of the way they would deal with the matter if they had the power to do so. When the Grand Trunk Pacific charter was under consideration, Mr. Fowler moved the following resolution, and the hon. gentlemen on the other side of the House all supported it:

That the order for the third reading of Bill No. 64. be cancelled, and the Bill be referred back to the Committee on Railways, Canals and Telegraph Lines, in order that the following section may be added to the said Bill:—'All freight originating in Canada, and received along the line of the Grand Trunk Pacific Railway, intended for export across the Atlantic, shall be shipped through Canadian ports, when the route is not otherwise specially indicated by the shipper; and that the Grand Trunk Pacific Railway shall carry all such freight to the eastern Canadian sea-boards as cheaply as to any American port on the Atlantic sea-board.'

THE G. T. P. CO. TIGHTLY BOUND.

The object which hon. gentlemen opposite had in view in that respect is the same as the object which we had in view. With the general sentiment expressed in that resolution we heartily concurred, but we objected to it for two very good reasons. In the first place, we thought it was inadequate in its terms, and in the second place we