

to induce the Government to do whatever is reasonable and proper to make the Intercolonial Railway what it was expected to be in the first place, a great line of communication. I fancy the principal difficulty in the way of the success of the Intercolonial Railway is not the length of the road or the sparse population along its extent, but the National Policy, which hon. gentlemen opposite have introduced, and which is a policy not calculated to promote trade, to increase the imports and exports of the country, to promote railway industries or industries of any kind, but a Chinese wall policy calculated to shut us out of communication with all nations, to destroy shipping, divert trade from proper channels, and reduce our general prosperity. With respect to the Intercolonial Railway itself, the length of the road is, of course, somewhat against it, as compared with other lines leading to the sea-board of America. Taking Montreal as a central point, we have about 300 miles to Boston and 800 miles to Halifax. That 500 miles is a serious obstacle in the way unless the ocean freight can be made small enough to make up the extra cost for carriage on the railway. The hon. members for Halifax, since this great meeting, seem enabled to give clearer ideas on this point, with which I perfectly agree. But I say that if the Intercolonial Railway were managed by men with the ability of those gentlemen which managed the great railway corporations leading to the principal points of shipment in the United States, Baltimore, Philadelphia, New York, Boston, and Portland, there would have been something done in this shipping line long ago. These hon. gentlemen should have made a strong effort to see if something could not be done to get the grain trade to go through Halifax. It might not have proved a success; but it seems to me these gentlemen have done nothing whatever in that direction. It looks rather strange to see goods for Canadian merchants in western Canada either going by the White Star line, or by the Allan line *via* Boston, instead of by the Intercolonial. I personally have no objection to using goods which come through the United States, and I am glad to trade with our neighbors on fair terms at any time; but it must be galling to hon. gentlemen supporting the National Policy to be obliged to wear clothing, to use goods, or take anything English which has been tainted by coming through the territory of the United States in transit to the west. The question of ocean freights has a bearing upon this. Naturally, other things being equal, the trade would go through the United States; but I am inclined to think that, if the proper facilities were afforded, grain could be carried from Halifax at an average price of about 6d. sterling per quarter less. That is a matter for the Government to arrange with the same ability that is used by the railway contractors to whom I have just referred in making arrangements for through freights, and it is a matter which the Government seems to have entirely neglected. Many of the ships carrying grain from the United States, large wooden ships, return in ballast. It would be just as easy for them to get chartered at Halifax, the distance being less than from American ports, secure their grain there, and return in ballast, the question of return cargoes being, under the circumstances, not a matter of much consequence for those vessels. The rates of freight on iron to New York and Boston, 12s. to 14s. are not looked at with much favor by shipowners, who would rather their vessels came out in ballast, and make quicker passages. In this respect, therefore, Halifax, if proper facilities were afforded, would have the advantage over American ports. The hon. gentlemen from Halifax will, no doubt, get an abundance of promises from the Government. I believe it is a cardinal doctrine of a leading member of the Administration that he is a poor man, indeed, who cannot make promises; but next year these hon. gentlemen will find that nothing has been done. The proper and only certain way in which they can get what they require is to

leave the party they are now supporting, to assist in turning them from the places they occupy, and, by putting others in their places, at once secure an immediate and energetic settlement of the winter port question, and, at the same time, get rid of the so-called National Policy, which is doing so much to destroy our industries.

Mr. DOMVILLE. The hon. gentleman who has just sat down certainly makes an admirable advocate of the interests of Halifax, but as he was elected to promote the interests of Yarmouth, why should he not advocate the claim of that place to be made a winter port? I wish, however, to call attention to the fact that when the late Government were in power the hon. member for Yarmouth was silent on the question of making Halifax a winter port, and when I complained of the condition of the Intercolonial Railway, I had not a word of sympathy from that hon. gentleman. In that day, though the railway was falling behind to the extent of several thousand dollars, its management, according to that hon. gentleman, was perfect; and now, when it is in splendid condition, both actually and financially, he is of opinion that there is something wrong. I have heard a story of a man who said that if he had the chance of being born again he should like to be born a Scotchman. If I had the opportunity of being born again, I think I should like very much to be born a Nova Scotian, because the people of that Province get pretty much everything they want, while we New Brunswickers are too often sent away empty-handed. You would scarcely think that there was such a Province as New Brunswick, but that the whole of the other Provinces of the Dominion existed for the purpose of ministering to the wants of that fine little peninsula, which is so brilliantly marked out in copper, brass and gold upon a map, in one of the Committee rooms of this House. Why, you have only to cut through the Baie Verte Canal and the whole little Province would be sent adrift upon the waters of the Atlantic. The hon. members for that Province say that the Intercolonial was built to send the products of the far west to Halifax. I contend that we never went into Confederation with any idea of that kind. We were told that we should engage in manufactures, alongside of Nova Scotia, and that there should be an interchange of trade between them and the Upper Provinces. I maintain that when the Megantic Railway is built—and there is not a great deal of it to build now—I maintain that St. John will be the proper place for the winter port. I fully sympathize with those hon. gentlemen who complain that our trade is carried by way of Boston. I think, when a line of steamers receives a subsidy from the Government, they should be compelled to carry their freight from a Canadian port, and if they refuse to do so, the subsidy should be given to a company who will meet our wishes in that respect. My hon. friend, the member for Yarmouth, speaks of the Intercolonial Railway in a tone of derision. We all know that that road is now doing well. Those who travelled with me over that line on our way to Ottawa, will agree with me when I say that we found its condition as nearly perfect as possible, the road-bed being as smooth as a billiard table, whether from the frost being in the ground or from the recent improvements made upon the road by the Minister of Railways, I cannot say. I do know, however, that its excellent condition was the subject of general remark by members of both sides of politics, the motion of the cars being so smooth as to be almost imperceptible. At the same time, I wish to say to the Government that I do not think they should ever regard the Intercolonial as a purely commercial enterprise—a mere means of making profit. While we are building railways in the North-West which will, in all probability, cost large sums of money, we should bear in mind that the Intercolonial must be run as a national enterprise, undertaken under compensation for national purposes. I have