

what effect it would have upon them; because this is an immense undertaking for Canada, as it would be for any country; and if there are going to be spent in this country some \$139,000,000 or \$149,000,000—it is impossible to say how many millions are going to be spent before this scheme is carried into effect—if all this money is to be spent in the whole of Canada, where do the maritime provinces come in? That is what we were saying in St. John—where were we to come in? We found that we did not come in at all. So the members of the board of trade of St. John met together and talked this matter over. It was stated by my hon. friend the present Minister of Railways and Canals (Hon. Mr. Emmerson), when he was on the stump in the city of St. John during the last election, that the resolutions which were passed by the board of trade of St. John were passed purely for party political purposes. In making that statement he showed as he did on one or two other occasions in that campaign, that he knew very little about the feelings of the people of St. John. I may say that all the resolutions that were passed by the board of trade with regard to the Grand Trunk Pacific scheme were moved by gentlemen who strongly sympathized with the present government of Canada. Every one of them was introduced by a gentleman whom he might designate as a good Grit and was seconded by a gentleman whom we might call a good Conservative; so that, as far as party politics are concerned, there never was anything of the kind. The first resolution was proposed by Mr. D. J. McLaughlin, a gentleman who has been known all his life to be a strong supporter of the Liberal party. It was as follows:

Whereas it is of vital importance to the development of the over-sea traffic of the Dominion that its exports should be shipped via Canadian ports, and

Whereas, under the terms of the Grand Trunk Pacific Railway contract now under consideration by the Dominion parliament routed freight may be shipped via foreign ports, and

Whereas there is reason to fear that a very large portion of the freight from the west by the proposed railway may be routed via such foreign ports contrary to the declared policy of the Dominion government, that the products of the Dominion should be exported via Canadian ports only, both in summer and winter.

Therefore resolved, that in the opinion of the St. John Board of Trade, the contract should be so varied that it be made imperative that all freight originating on the line of the proposed railway or its branches, and carried by the railway for export shall be shipped via Canadian ports.

Further resolved, that copies of this resolution be sent to the senators and members of the House of Commons for the province of New Brunswick.

In moving that resolution, Mr. McLaughlin, among other things said this:

The question was of vital importance to Canada as it pertains to the building up of the Dominion, and in his opinion the United States policy is one which it would be well for Canada

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to carry out, for if the road were being built in the United States, there is no question whatever that the United States government would insist on having all the freight go through United States ports. He wished to emphasize that there was nothing in the resolution that could possibly give offence to the government or railway company either. It would be an equal benefit to Halifax, therefore there need be no feeling of jealousy between the two cities.

Another gentleman who has been largely identified with the party at present in power in this Dominion, Mr. James F. Robertson, and who took a great interest in the matter, spoke as follows:

I hope that in moving these resolutions, that all idea of party politics may be put aside. It shall be viewed entirely from a national standpoint, and we shall take into consideration what is of far greater importance to the people of this country than any present party politics that is the great future of Canada, and where the interests of Canada may be jeopardized by the government of Canada building a railroad which will not be entirely under their control.

The resolution which Mr. Robertson introduced was as follows:

In view of the present proposition for a Grand Trunk Transcontinental Railway, and believing that the best interests of Canada would be conserved by the building of a government owned and managed transcontinental line; and also believing that a subsidy of cash and land grants to a corporation may result in the land passing into foreign control; and further believing it best for the government of Canada to retain the land for settlers at a fair valuation; the St. John Board of Trade places itself on record as favouring extension of the Intercolonial Railway from Montreal across the continent through Canadian territory, and the improvement of harbour facilities, particularly on the gulf of St. Lawrence and on the maritime province coast.

Those resolutions show the feeling of my constituency, with regard to this transcontinental railway as at present devised. We believe that if a transcontinental scheme is to be of any advantage to the people of the maritime provinces, the government must retain its hold of the whole transcontinental railway. We believe that if that railway be allowed to pass under the control and influence of the Grand Trunk Railway people or the Grand Trunk Pacific Railway—for they appear to be one and the same—it will not be of any benefit to the maritime provinces, because the Grand Trunk Railway will continue, as they have been doing in the past, to route their freight for export to Portland in the state of Maine. In that port, the Grand Trunk Railway have built up great facilities and have every means of extending them, and there is nothing in this Bill to compel that company to do otherwise than carry its freight for export wherever it may please. There is nothing whatever in that contract to compel the Grand Trunk Railway or the Grand Trunk Pacific to bring their freight down to Halifax or St. John or any other Canadian port. That is one reason, and a very powerful