

Mr. FIELDING. Yes, I am anxious to oblige my hon. friend from North Victoria (Mr. Hughes). I thank thee, Jew, for teaching me that word.

THE I. C. R. AND EXPORT TRADE.

I am dealing now with the value of the Intercolonial Railway in relation to the great through export traffic. My hon. friend, the leader of the opposition, can give no hope to the maritime provinces except as to the use of the Intercolonial Railway. He does not want to see an inch of new railway between Quebec and Moncton. We must use the Intercolonial Railway. Well, let us see what is the opinion of some other people as to the value of the Intercolonial Railway in that relation. I have a quotation here of an opinion expressed only a couple of years ago by a gentleman who is quite eminent in railway matters, and whose opinion hon. gentlemen opposite will value. It is that of no less a person than the hon. ex-Minister of Railways and Canals, the hon. member for South Lanark (Mr. Haggart). Speaking in 1902, he said :

Any man who knows anything of the commerce of this country, knows that not a bushel of grain can be profitably exported by the Intercolonial And I can tell the committee that when I was Minister of Railways—this is a confession—we carried grain from Quebec to Halifax at prices that did not half pay the cost of transport It is an unprofitable business. You cannot compete against nature.

I do not think the situation is quite as bad as that, but I am giving hon. gentlemen opposite the opinion of their expert. I find also that I have a quotation from the Conservative organ of St. John touching on the same point. My hon. friend the leader of the opposition gave us a quotation from a good Liberal paper to-day, and I want to return the compliment by giving him a quotation from a good Conservative paper on this question as to the value of the Intercolonial Railway for winter export business. This is from the *St. John Sun* of May 8th last, at the time when we were discussing the question of what form and shape this Grand Trunk scheme should take :

It has been shown—

Says the Conservative organ—

that the Intercolonial Railway route by the north shore cannot by any possibility be a competing line for winter export business. Nearly six years ago Mr. Blair declared he would be prepared in a few years to take winter export business The scheme is a failure. The St. John and Halifax elevators have been empty, as they were last year. The Intercolonial Railway terminus at St. John has hardly been used at all for through traffic, and would have been used still less if it had not been engaged to accommodate Canadian Pacific Railway freight. The Intercolonial Railway route would be useless for the winter business of the Grand Trunk Pacific.

That is the statement of the Conservative organ of St. John. That is the scheme which my hon. friend the leader of the opposition holds out as the only hope of the maritime provinces. That is the scheme which the Board of Trade of the city of St. John says is utterly worthless. That is the scheme which the Conservative organ of the city of St. John says is utterly worthless. That is the scheme which my hon. friend from South Lanark, the ex-Minister of Railways and Canals, says is absolutely worthless and useless in connection with winter traffic.

WHERE THE INTERCOLONIAL FAILS.

I have another extract from that esteemed *St. John* paper, the *St. John Sun*, dated May 14th :

The strong resolutions sent from the different legislative, municipal and commercial bodies in the east are clear and explicit. They ask one and all that the Grand Trunk Pacific shall get no public assistance unless the company shall build to the maritime provinces and make a terminus at a maritime province port.

I ask the attention of hon. gentlemen opposite to this sentence—

The Board of Trade and other bodies knew that an undertaking to deliver freight to the Intercolonial Railway is no good for the purpose they have in view.

The editorial goes on to say:

The people of the maritime provinces, and we believe the people of Canada, do not propose to compromise in a traffic agreement with a road that does not profitably handle the traffic.

They do not propose to compromise on the policy offered by my hon. friend the leader of the opposition.