

be, till the Intercolonial Railway has the same terminal facilities as every other railroad in America."

A little further on he adds:—

"Without grain elevators and other necessary terminal facilities we can never have an export trade, and for an example of this we have only to look to the neighboring port of Boston."

Mr. J. S. McLean, also a very prominent member of the Conservative party, spoke to the same resolution. Referring to the promises made at the time of Confederation, he said:—

"It was then supposed that Halifax was to hold the key to the trade of the whole Dominion. He had supported that scheme in such a hope because he believed it would be to the advantage of Halifax and himself in his business as well."

Somewhat later in his speech he used the following language:—

"We have been told by our Upper Province friends that we are asking too much—that we are in fact asking to have the food put in our mouths. This was not true. The Intercolonial was one of the terms of union, and the Intercolonial was not a finished road without a grain elevator at its terminal port (applause). In the case of Boston cited by Mr. Kenny, the elevators erected there had not been erected by the merchants of Boston, he believed, but by the railway companies that made Boston their terminus. The Government should do the same for Halifax, not only in our interest, but in their own as well. The Intercolonial was not a commercial, but a national undertaking. He was informed on good authority that this year it would show a surplus over expenses of \$25,000. This should encourage the Government to go on and develop its trade, and there was no way they could better do that than in the way proposed. A line of steamers once established between Halifax and England, it would have any amount of feeders, and he believed any amount of freight. At present the Lower Provinces were practically without any proper facilities for export trade with Europe."

I know I have been a little tedious in my remarks, but this is a matter of very great moment to the Province and city from which I come. There were several other speeches made at the meeting to which I have referred, some of them by gentlemen whose political views are the same as my own; but I have quoted only from speeches of prominent Conservatives as they appear reported in the Conservative organ at Halifax. The language of the speakers as reported in the Liberal paper is still stronger. I do not propose to add anything to what those gentlemen have said in connection with this matter

Hon. Mr. Power.

as it is one which they understand a great deal better than I do; but there is one other subject in connection with the railway to which I wish to call attention. Before doing so, I wish to remind the House, that in January, 1878, Sir John Macdonald wrote a letter, which I had the honor to quote to this House last year, in which he insisted that it was the duty of the Government to make Halifax the winter port of the Dominion, and if they did not do that they should be called to account for it by their constituents. Now, I do not suppose that the right hon. gentleman who leads the Government now, and who thought it was the duty of the Liberal Government to carry out this project, meant to confine that duty to a Liberal Government alone, or that he has changed his mind; and I hope he will take such steps as are necessary to carry out what he believes to be the duty of the Government. His expressions in this connection were more than endorsed by the present Minister of Railways, and, if they only do now what they then said it was the duty of the Government to do, we shall have what we want. Last year I called attention to the absence of traffic arrangements between the Intercolonial and North Shore Railways. Now I am happy to say that since that time arrangements have been made by which passengers can be ticketed through, but no arrangements have been made with reference to freight. I hope that before the next session's business begins Government will make some arrangements for the transfer of freight also. There has always been very great complaint in the Lower Provinces as to the delay and expense in getting freight down from the Upper Provinces, and *vice versa*. I have understood that this delay and expense have arisen in a great measure from the Grand Trunk Railway; and if the Government were able to use the North Shore Railway in connection with their own road, as well as the Grand Trunk, I have no doubt the delay and expense would be very greatly diminished. There is one other paragraph in the Speech, which I shall call attention to very briefly:—

"I have the gratification of informing you that Her Majesty's Government has generously presented to Canada, for training school