

to enter the Union was the completion of the Intercolonial. There can be no doubt of it. The building of that road was held out to the people of Nova Scotia and of Halifax as one of the greatest boons that could be conferred upon them by the measure. The citizens of Halifax were told that the great trade of the western part of Canada would flow into that city on its way to Europe, the moment the Intercolonial Railway was constructed. That consideration induced a large majority in that city to favor that measure. But, so far, the benefits expected by that city from the railway have not been realized. While we have continued to export very large quantities of the produce of western Canada—I think the figures have increased from half a million at Confederation to something like three and a half to four millions—the whole of the produce of the Lower Provinces, taken, has scarcely increased to any appreciable extent. It is of no use for the Government to say that, in order to carry out this object, to make Halifax a winter port, freights cannot be reduced to such rates as would enable produce to be carried across the Atlantic as from American ports. I believe the great object of constructing the Intercolonial was not so much commercial success, but that it had a similar object to that of the canals of Upper Canada, constructed, to a great extent, for the opening up and development of the resources of the country. It has not realized that object. Again, what has been the policy of the present Government? They have, of course, adopted the National Policy. The cry has gone forth, Canada for the Canadians, and if that is a good cry then all they can do to foster our trade and send it by way of Halifax, and make it a winter port, should be done. If Canada is for the Canadians alone—I am not discussing whether that principle is a wise one, but it is the policy of Ministers—everything should be done to make Halifax a winter port, that the grain of the continent may by it find an outlet. It will be remembered that fault was found with the late Government that it did not use every exertion to effect that object. The hon. member for Halifax (Mr. Richey) said he hoped no political capital would be made out of this question. I may say that, so far from wishing to make any political capital out of it, I have only one desire, and that is the good of the Province. Halifax being the capital of Nova Scotia, in which I have the honor to represent a constituency, and knowing that the interest of Halifax is that of all Nova Scotia, I am here advocating the interest of Halifax, because I believe it is the interest of my constituency; and it is for that reason I have no political motive in view. It was complained that the late Administration did not do enough in order to realize the original intention of the construction of the Intercolonial Railway. Now, what the people of Halifax complain of, and what others outside of Halifax complain of, is that members of the present Government made promises and pledged to the people of Halifax which have not yet been fulfilled. They made them on the eve of the General Election, and the people are yet awaiting their fulfilment. It will be recollected that a very important meeting was held in Halifax, about two years since, at which the hon. Minister of Railways was present. The meeting was held in the Temperance Hall. I think the hon. gentleman made a very lengthy and able speech. At that time the question of a winter port at Halifax was being agitated. The hon. gentleman read a letter from the right hon. leader of the Government, of which I will read a portion:

“I have been much pleased to see the energy with which the people of Halifax have taken up the interest of their fine harbor. No effort, in my opinion, should be spared to build up an Atlantic port in the Maritime Provinces, with the trade and traffic of the Dominion, rather than a foreign one. I feel a personal interest in this matter, as being responsible, with my colleagues, for the construction of the Intercolonial Railway and its location, for which I was so heartily abused. I am, therefore, naturally anxious to see that railway a success financially and otherwise; and that can only be secured by directing, as large a volume of traffic as possible towards and over it, and thus developing and extending the trade of its great terminus at Halifax. I hope the Government will not be blind

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to this great object, and that they may be induced to make an extra effort for the purpose. If they do not, they will fail of their duty, and will be reminded of their failure at the next general election.”

So far as the city of Halifax was concerned, the late Government failed to carry the elections, because the people believed it did not do sufficient for the people of Halifax, and was not willing to realize their expectations as to the benefits to be derived from the railway. Consequently the supporters of the late Government were defeated; but now, these hon. gentlemen, who gained their election on the strength of these promises, have failed, as the people have felt, to realize their promises. It is well known that a very large and important meeting was held in Halifax at a very recent date. That meeting was not confined to any one class of the community. It was attended alike by business men of both political parties. I do not propose entering into the question of rates, but I feel it very clearly that some extra effort should be made to increase our shipping. If a grain elevator were built at Richmond, freights could be carried across the Atlantic as cheap as from any of the American ports. We pay, I believe, \$125,000 to the Messrs. Allan, and they have now made Boston a winter port. Certainly if any benefit is to come out of this Intercolonial Railway, is it not fair that the people of Nova Scotia should have a right to complain when they see a steamship line subsidized to a large amount by the people of the Dominion, and that line make a foreign port their winter port? The people of Halifax complain that the promises made them have not been fulfilled. Not three or six months have elapsed since those promises were made; they were made as far back as the spring of 1878, and now three years have nearly passed and nothing has been done. I only trust the Government will take this matter into their serious consideration, and, at all events, fulfil the terms made with Halifax on this question.

Mr. KILLAM. I do not propose to detain the House for any length of time, but I wish to call attention to one or two points that I think have been omitted in the speeches of hon. gentlemen from Halifax. The mover of the resolution referred particularly to the hopes that had been held out before Confederation to the supporters of that measure, and dwelt with some effect on the glowing promises made at that time; but he did not give so much attention to the promises made before the elections of 1878 by hon. gentlemen in the city of Halifax, when they were holding out to the citizens of that city, and the people of the Province generally, the hope that Halifax was to be made a sort of New York if they were only placed at the head of affairs again and have the management of the Intercolonial under their control. Well, considering the steady support which the hon. gentlemen from Halifax have given to the present Ministry and to the National Policy, which is still hanging upon us like a millstone, and considering the entire failure to fulfil the promises made by the Government, it is not at all surprising that these hon. gentlemen, at a meeting held in Halifax on the third of this month, should have met with the cool reception they did receive from the people of that city as compared with the enthusiastic reception accorded to the gentlemen who opposed them at the last election. I do not complain at all of the speeches of the hon. gentlemen, as far as the question laudable desire to do what they can to make Halifax a great of the use of the Intercolonial is concerned, and I applaud their commercial port; but it does look strange to see the apathy they have manifested about this on previous occasions; and, looking at the fact that they have only been spurred by this meeting to take some action at this late day, I think these hon. gentlemen do not deserve the credit they would otherwise have received if they had made earnest and active efforts before this to attend to this matter. But I tell the hon. gentlemen I will assist them to the best of my ability