

Speech from the Throne. Speeches do not amount to much, many of them simply throw bouquets around. We had, however, two good speeches from the mover and seconder of the Address.

But I am chiefly interested in the lower provinces. Down by the sea we want to know how the harbour of St. John, the terminal point of Canada's great western railways, is to be developed. We want to know why these terminals have not been developed to a greater extent than they have. I am not saying that the Government do not know what they are doing; I am not casting any reflections. But we have their apology for the Hudson Bay project and other matters. I have no doubt this Hudson Bay country is going to be a great one. It is now using up cement and steamers and everything else, and running them on the rocks. After the building up of Vancouver, and all the rest of the West to which we have contributed, some consideration and some justice should be given the port of St. John.

My hon. friend will acknowledge that I have been the last man to attack the Government here. Let us see what they are going to do, I say, and then hold them responsible. If they do not carry out their pledges, then it is time to go for them. But I would not condemn them unheard. I should like to know where Hastings is? And where is Belleville? I have heard of that place, but there are other places besides Belleville. There is the city of Calgary which had nothing in it a few years ago, but to-day has 150,000 people. Then we have Edmonton which a short time ago had 15,000 population. Today they have over 100,000. They have a great deal more to say than Belleville. Belleville will never be heard from. The town has had its growth. Then take Southampton, and such places on the English coast. They will never develop. They were first the homes of the buccaneers and pirates, who settled there. The warriors of the navy and army also settled in those places, living on the income they got from the Crown for their services. Liverpool and Manchester, of course, have a natural trade, and those places grew. Now I am not so narrow-minded as to say St. John should have all the trade. I think the hon. leader will remember, when they had the great discussion in St. John, and when they were marching up and down the streets and meeting delegations. The member for St. John said the distance from England via St.

John to Montreal, and the distance from England via Halifax to Montreal, by water and land were co-equal if they were patched together. The Intercolonial railway should be put in shape to meet the emergency. You have also the mails, the passengers, and the express goods to be carried. There is no appreciable difference in the routes. I took the trouble to see Mr. Gutelius and I did not gather from him that he was trying to humbug St. John, nor can I, from my experience of him for twenty years, believe that he would sink his views of what was right simply on account of a train or two from St. John being late. I will try to hold the Government responsible for not declaring what is going to be done in St. John in the matter of the terminal of that great line, the Grand Trunk Pacific, and all the other roads. The development of the port has not been hastened, and has not been in keeping with what we have been led to expect. There is a fair argument. Nobody can find fault with it. I am here as a humble citizen, not to praise or abuse the Government, but to ask the Government to consider the development of the East, as well as of the West. I was in the House of Commons when Canada bought the Northwest. I think the Government of the day gave three hundred thousand pounds sterling for it. We had to give the Hudson Bay company one-twentieth of the land, and we gave the Canadian Pacific Railway Company every alternate block along its railway, besides making certain reservations for public schools. These properties are becoming very valuable. Now who paid for them? It was our money that bought those territories, and our capital that developed them. To-day the Maritime provinces are trying to manage their local affairs on very small incomes, and they are losing their representation, and we have a right to ask for a re-consideration of our position in the Dominion.

I should like to have heard some mention made of our late colleague, my friend J. V. Ellis. He was a worthy member of this House and esteemed by everybody. He was a man who held decided views on public questions, and never hesitated to give expression to them. He was a consistent Liberal and worked hard for the Liberal party, yet he manifested his independence, when the Naval Bill was before this House, by giving it his support.

This House has been charged with partisanship, and its enemies look for its practi-