

that in any charter so to be granted to the said Grand Trunk Railway Company it be specially expressed that the winter port for such Transcontinental Railroad line be in the maritime provinces of Canada, and that said railroad be an all-Canadian route from ocean to ocean ; and

Further resolved, that a copy of this resolution be forwarded by His Honor the Speaker of the House, to His Excellency the Governor General through the Secretary of State for Canada.

Well, Sir, that which the legislature of New Brunswick asked to be done is precisely what the government of Canada have done, and yet hon. gentlemen opposite have not hesitated to stand up and say that this Moncton extension, this new road down to the maritime provinces, is something unheard of, unwarranted and uncalled for. The Grand Trunk scheme originally was to build from North Bay to Winnipeg, and thence to the Pacific ocean. It was proposed after some discussion that the road should go down to Quebec. Then the agitation in the maritime provinces continued, and a demand was made that the road should not stop at Quebec, but that it should go down to the sea-board, and as a result of that agitation we had expressions of opinion in the Railway Committee and in the house. I again say that what the legislature of New Brunswick demanded is exactly what the government of Canada have done. Well, at that time Mr. Blair was Minister of Railways.

ST. JOHN BOARD OF TRADE FAVORS GOVERNMENT SCHEME.

The Board of Trade of the city of St. John, to show how zealous they were in the matter, how keenly interested they were, sent this telegram to Mr. Blair :

Hon. A. G. Blair, Ottawa.

Grave apprehension is felt here as to Grand Trunk plans regarding maritime provinces. Strong feeling that if Dominion assistance of any kind to transcontinental road is given, stipulation that railway find a terminus in maritime provinces, and further that all freight originating in Canada, or received along the line, should be shipped through maritime terminus, shall be an absolute condition. Can you assure us that in case of assistance being given, the Grand Trunk will build through maritime provinces and ship freight thence ?

(Sgd.) W. M. JARVIS, Pres.

Mr. Blair, in his reply, advanced a view which was somewhat in line with the policy that my hon. friend the leader of the opposition has taken up. He held out the idea that the Intercolonial Railway, by association with other roads, could do the work. He telegraphed to Mr. Jarvis as follows :

W. M. JARVIS, St. John, N.B.

I believe that in case government gives financial assistance the Grand Trunk Pacific will be obliged to enter into a satisfactory traffic agreement, binding itself to hand over at Quebec its ocean winter traffic to Intercolonial or build a line through to a maritime port. Have been doing everything possible to bring this about.

(Sgd.) A. G. BLAIR.

You will observe that Mr. Blair suggests the utilization of the Intercolonial Railway, and that all that my hon. friend the leader of the opposition can hold out to the maritime provinces is that they should utilize the Intercolonial Railway. But the suggestion made by Mr. Blair, the suggestion which is the foundation of the policy of my hon. friend the leader of the opposition as respects the maritime provinces, was scouted by the St. John Board of Trade. I have an extract from the St. John *Sun* of May 20, 1903, giving a report of the meeting of the board of trade :

On May 10th, the council of the Board of Trade met to consider further action with reference to the extension of the Grand Trunk Pacific through the maritime provinces, and a telegram was sent to Mr. Blair, stating that the signers did not believe that any arrangement could be made between the Intercolonial Railway and the Grand Trunk which should prevent the latter from shipping practically every ton of export freight via Portland. The telegram concluded by saying : ' We urge in the strongest terms that no government assistance be granted to any transcontinental railway that does not undertake to build their line through to some maritime province port.'

The idea which runs through the whole project of my hon. friend the leader of the opposition, that this business can be done by utilizing the Intercolonial Railway, was the idea that Mr. Blair advanced in his telegram to the St. John Board of Trade, and the St. John Board of Trade sent that memorandum in reply, signed by a large number of the leading merchants of St. John, including the president of the Conservative Association, Mr. W. H. Thorne.

Mr. SAM HUGHES. They elected an opponent of the government, the hon. member for St. John (Mr. Daniel).