

HON. MR. CURRIE—That is a matter of opinion.

HON. MR. FERRIER—I am giving my opinion—nothing more. But my honorable friend proceeded to refer to the Grand Trunk Railway—(hear, hear)—that monster corporation which, one would have inferred from my honorable friend's remarks, had really laid desolate every district of Canada through which it had passed. For my own part I cannot understand what damage the Grand Trunk Railway has done to Canada. We have had thirteen millions sterling of English capital—(hear, hear.)—expended in building the Grand Trunk Railway and the Victoria Bridge, which is the greatest work in the world. Canada has paid somewhere about three millions to complete the Grand Trunk—about one-fifth part of the sixteen millions that have been spent, and it is the cheapest bargain she ever made. (Hear, hear.) We have the benefit of the whole of this expenditure. If there has been extravagance in it, those English stockholders have been the sufferers. We can only have suffered a fifth part of what they have done, and we have the benefit of the whole of it. That I think is the view we ought to take of the Grand Trunk Railway in connection with Canada. (Hear, hear.) Then the Intercolonial Railway has been referred to. That road has become, I think, even at present a necessity. It should have been made some years ago, and it would have been made but for the political incapacity of the Government of that day, which prevented it. (Hear, hear.)

HON. MR. CURRIE—Let me remind my honorable friend that two members of that Government—Hon. Messrs. McDougall and Howland—are in the present Government.

HON. MR. FERRIER—It is fortunate that some men see the error of their ways, and do better, and I trust it has been so in the present case. (Hear, hear, and laughter.) If we had had this road to the sea-board at the present time, it is very likely the Reciprocity Treaty would not have been repealed. (Hear, hear.) We want the road at the present moment for the business of the country. Some honorable gentlemen say that, if the road were made to-day, we would have nothing to send over it. The fact is, these honorable gentlemen, when they make such a statement, shew that they have not taken the trouble to enquire what the position of the trade of the country is. For the last ten days we have had about 100 cars standing loaded at Point St. Charles, and no way of getting them off. These

cars are full of produce for Boston and New York, and the two roads leading to these cities have so much to do, that they are unable to do the business of their own country and of ours too. And, while these cars are thus detained, they are wanted for Western Canada, where the people are evermore crying for cars, and we cannot get rid of the produce we have.

HON. MR. SIMPSON—Will my honorable friend state what kind of produce these cars are loaded with, and where it came from?

HON. MR. FERRIER—The whole, I believe, is the produce of Canada. (Hear, hear.) One portion of it is for the supply of New York and Boston, or for shipment there; and another portion is to be distributed along the routes by which these railways run. I was so particular as to make these enquiries of Mr. BRYDGES the day before yesterday.

HON. MR. SIMPSON—I saw Mr. BRYDGES too.

HON. MR. FERRIER—We have also a large accumulation of cars standing full of produce at Portland, and no ships to take it away. Such is the present state of the Grand Trunk Railway, and it is a very awkward position to be placed in. As the gallant Knight (Hon. Sir E. P. TACHÉ) told us the other day, it is just as if a neighbor's farm stood between us and the highway. That is the position of the United States, they stand between Canada and the sea board, and they have now been pleased to say, "we will not allow you to pass through our farm"—because, although the Reciprocity Treaty is not yet repealed, they have put a check on intercourse by this passport system, and by the way in which they work the present law with reference to the produce we are taking along. For instance, if pork is sent on, an affidavit must be put in that that pork is the produce of Canada. Now, it is a difficult thing to make such an affidavit. At this season of the year loads of pork come from all quarters, and after it is all packed into a barrel, it is almost impossible for any man to make an affidavit where it was raised. (Hear, hear.) It is the same with flour. A miller frequently mixes flour brought in from the United States, and how is an affidavit to be made whether that flour is mixed or not? There may be four-fifths of it the produce of Canada, and yet the other fifth prevents it from going. Hence, the trade is so hampered by all these obstructions put in the way by the United States Government, that it is very seriously interfered with. And, that being the position of our trade, I beg to ask whether