

of the Government. This being the case he should be sorry were the experience of Great Britain and the United States to be lost on this Dominion. He felt surprised that hon. gentlemen should either place to the credit or discredit of any particular province the Intercolonial Railway, which was for the benefit of the whole Dominion. It was designed to connect the manufacturing portions of the country with the non-manufacturing. It was for that object alone the great expenditure on it had been incurred. The great buildings at Moncton, at present, struck the stranger with surprise, being equalled only by the Grand Trunk workshops at Montreal. It was at Moncton the whole of the business of the Intercolonial would be done. He hoped their railway system would be developed, and properly managed, so that the Dominion would not be dependent upon the neighbouring Republic for seaports in winter. They had now to travel round by American territory to get to St. John. With direct connection with that port and Halifax, he did not see why Canada should not have all the carrying trade of the West, the value of which could scarcely be exaggerated. He thought that, whatever might be said as to short lines, that to put the main trunk lines into the hands of corporations, to make what tariffs they saw fit, would be a mistake. It would be one of the most unfortunate things that could happen to a country to place its trade and communications at the mercy of private organizations. (Hear, hear.)

Hon. Mr. ALEXANDER in reply to the charge of having unfairly stated his case, and used incorrect figures, maintained that his resolution related to the question as to what was the excess of the expenditure as compared with the revenue of the Government railways. He had made no distinction between those railways. He merely drew from the public accounts the figures which he challenged the hon. member for Richmond (Mr. Miller) to say were not correct. He did distinguish between construction account and working expenses. As to the requirements of the Intercolonial in the course of next year, had it not been finished with steel rails independent of local management? Surely it could not, after a few months running require any expenditure for construction or repair. The object of his motion was to shew that the working of those roads by the Government entailed a large annual expenditure over receipts. He felt sure they would have the same tale every year under this sys-

tem. He granted the honest management of those roads, believing that a more upright man than Mr. Carvell did not exist, but he believed Government possession or management was not wise or sound policy. If the Grand Trunk had been worked as a Government enterprise it would have come year after year to Parliament for millions of money. The Government did right, after giving it twenty millions, to place it in the charge of a powerful company. They saw how, under the able management of Mr. Brydges, a road which was nearly bankrupt a few years ago had been brought to a state of efficiency without costing the country anything. It was only in despotic countries that railways could be worked by Government to advantage.

Hon. Mr. FERRIER said the construction of the Grand Trunk had cost the country but little. The Dominion would never make such a bargain again as was made in the building of that railway. There was no comparison in this case.

Hon. Mr. MILLER said the hon. mover had not touched his figures in the slightest degree. Although a section of the Intercolonial was in running condition in Nov., 1872, it was not finished; it had not been ballasted.

Hon. Mr. MACFARLANE referred to the successful working of postal routes and telegraph lines in England, as instances of what might be achieved by good management. In the Lower Provinces the railways paid their working expenses, and more previous to Confederation, while they had all the time indirectly made a liberal return in assisting the settlement of the country and development of its resources. Though not now paying back, directly, what was spent on them, they were doing good service to the trade of those Provinces. There was not in the whole of America a superior road to that portion of the Intercolonial between Truro and Amherst, or one safer or more agreeable to the traveller. The present connections of the Western with the Eastern Provinces, had immensely enhanced the trade of the former, which had risen from \$400,000 before Confederation to many millions, a large portion of which was carried on by cash payments to the west. The eastern men rejoiced at the progress of the west, and desired to see all parts of the Dominion flourish alike. They did not grudge the improvement of the Western Canals or the St. Lawrence. The more they did to develop the large means and resources which Providence had placed within their grasp, the better would be the position of