

adopt a less economical mode of managing that road also. There are one or two facts in connection with the Intercolonial Railway which, I think, deserve the attention of the House and of the Government. I know it is the opinion of business men in the Lower Provinces that the business of the Intercolonial Railway is not likely to increase. During the past three or four years the mail steamers coming out from England have landed almost the whole of the freight intended for the Upper Provinces at Halifax. At the beginning of the present winter that system was altered, and almost the whole of the freight which comes from Europe for the Upper Provinces is landed at Boston, instead of at our own port. The carriage of this freight was one of the most important sources of revenue to the Intercolonial Railway, and it has been almost completely withdrawn. Another fact which will operate against the future success of the Intercolonial is that a number of enterprising gentlemen in the Province of New Brunswick, combining with some gentlemen in the Upper Provinces, are about completing a railway which will lead directly from the City of St. John, up by the St. John River, and across to a point on the St. Lawrence, a short distance below Quebec, and this road, when completed, will undoubtedly intercept and take away a great deal of freight traffic of the Intercolonial. It does not seem to me that the Intercolonial Railway has fulfilled the purposes for which it was constructed. It was not expected, I think, at the time when the road was built, that it would do much more than pay its working expenses. It was not expected that the revenue and expenditure would be balanced at all, but it was expected that this road would be a very great commercial advantage to the Lower Provinces particularly, and to the Upper Provinces in a less degree. These expectations, however, have not been realized at all, and I think, under the circumstances, the Government can hardly ask us to congratulate them on having made the revenue and expenditure of this railway to almost balance. I am speaking in a rather decided tone on this matter; but in order to show that I am not speaking as a partizan, and that what I have said is not unreli-

*Hon. Mr. Power.*

able, I should wish to call attention to a few passages out of a number of speeches which were made the other day in the city of Halifax, at a meeting called to consider the question of the winter port, and I shall take care to quote only from the speeches of gentlemen who are at the same time prominent and energetic merchants and strong supporters of the present Administration. The first speech I shall quote from is that of Mr. W. J. Stairs, who is a strong supporter of the National Policy, and, at the present time, of the Government. He says, speaking to a resolution that the mail subsidy should be paid only to such a company as would make its terminal ports within the Dominion:—

"He (the P. M. General) might say that it must be an advantage to the mail contractor, to be open to use his steamers freely by going beyond the port of discharge. But the Minister of Railways may be supposed to meet the Postmaster-General's views by requiring the solution of the question by actual experiment. Sir Charles Tupper will argue that the country has a well-equipped railway of its own, under the management of which he has to show a good account, and that he cannot be a party to the subsidizing of mail steamer lines which do not, in the transport of goods for Canada, hold themselves as part and parcel of the Intercolonial line. He will contend that, provided the cost of transport over the railways of the Dominion under his charge is shown to be greater than over the railways of a foreign country, he is bound to demand the trade for his own lines. He can show that time of transport, as well as rate of carriage, is as favorable for Western bound goods, landed at the Canadian winter ports, as if landed at an American winter port. He can show that lessening the quantity of goods forwarded makes it more difficult for him to make a profitable use of the country's railroads. Increasing the quantity forwarded will enable him—if not to carry at lower rates, to carry with a better return of profit for the department under his care. And further, he can say it is his wish to foster and force an outward trade, which he cannot do unless he is well supported by the Government and country. The extra mail subsidy, if required, will if not be fairly met by the increased railway earning, which it is spent to secure? If money goes out of the pocket of the Postmaster-General, will it not be refunded to the Department of Railways?"

Mr. Bremner, another prominent Conservative, says that these are the things that the Government should do in order to make the railway what it ought to be:

"1st. A grain elevator, and every suitable accommodation, at Richmond, or, in other