

Minister is so proud. Let us see what revenues flow into the treasury from those various investments. Look at the Intercolonial of last year. Our revenue was \$2,987,000, and the working expenses \$2,981,000, so that we had a net revenue of \$5,832. But on the expenditure of the \$44,900,000, where does the country raise the money to pay the interest? The Government take it out of the taxpayers of the Dominion. Even the small pittance of a revenue from the Intercolonial is not left us, because in operating the Prince Edward Island Railway we are \$66,000 short of revenue to meet the current expenses; and that is an improvement for which I give the Minister of Railways credit. What is the revenue from our other great works? Take the canals upon which we spent nearly \$42,000,000, and on which we are still spending millions of dollars for the year 1894, our revenue was \$387,000. The expenses of maintaining the canal staff and making the repairs necessary to keep the canals in working order, without providing for the renewals or improvements, was \$534,000, leaving a net deficit of \$147,000. And besides we have to pay every cent of interest on the original \$149,000,000, the cost of the construction of those works. How does the case stand in connection with the Canadian Pacific Railway, upon which we have expended \$62,500,000? Who owns that road? Does Canada own it or control it? Has Canada anything to say in the administration of that great public work? No, Sir, that \$62,600,000 belongs to a distinct and independent company.

It being six o'clock, the Speaker left the Chair.

After Recess.

Mr. BAIN (Wentworth). When you left the Chair, Mr. Speaker, I was reminding the House that a few years ago we on this side of the House were accused of not desiring a through line of railway upon Canadian territory, and we were continually lectured upon the disloyalty of a system that made connections with the North-west Territory through the United States. I referred to the fact that we had contributed \$62,600,000 of good solid Canadian money to the Canadian Pacific Railway and that the line was now the property of the company. I want to draw your attention, Sir, to the developments that have taken place since these early days of the Canadian Pacific Railway system. That road covers a distance between Montreal on the east, to Vancouver on the Pacific Ocean, of a little over 2,900 miles over Canadian soil. What do we find to-day in addition to that? We find that what is known as the "Soo" branch of that railway runs from the main line to American territory at the foot of Lake Superior, where a connection is made with an American system of railway. From

that point we find two railway systems running westward controlled and operated by the Canadian Pacific Railway, one system known as the Duluth, South Shore and Atlantic, operating, according to the last report, 584 miles of road, and the St. Paul, Minneapolis and Sault Ste. Marie system operating 1,167 miles, or a total of 1,751 miles of this grand national Canadian railway system operating on American territory. And we find in addition that the security of this grand enterprise that Canada has so liberally bonussed in order to put it on a sound financial footing is pledged for the payment of the bonds of these systems. According to Poor's Manual of Railroads, the most recent issue of which I was able to consult was that of 1893, I find that the bonds of these two companies for which the revenues of this system of ours are pledged, amount to no less a sum than \$53,000,000. And what further do we find? We find this Canadian system giving connection from Montreal by way of Sault Ste. Marie and St. Paul and west through the great American state of Dakota and northward until it strikes the Canadian Pacific main line west of Regina at a small junction; and we find them running their through Pullman cars over American territory and giving that territory exactly the same railway facilities that they give to Canadians on our main line towards which we have contributed so much. And the men who have sustained and endorsed that system are the men who call themselves patriotic Canadians and who are very fond of crying "annexation" against gentlemen on this side of the House who decline to be bound by such expressions of sentiment.

Now let me turn for a moment as a matter of comparison, and ascertain what are the revenues derived by some of our sister colonies from the railways which they built and which they own and control. I showed before six o'clock that the \$149,000,000 that we have invested in our Intercolonial Railway, in our canal system and in the Canadian Pacific Railway did not yield us one dollar towards payment of interest, so that every year the tax-payers of the Dominion have to feel in their pockets for the interest upon these great expenditures. I pointed out, Mr. Speaker, that on the canal system alone, in the payment for care and maintenance, we were \$147,000 out of pocket. I turn to the Australian Government railways and in their Year-Book for 1894, giving their returns for the year 1893, the last returns available, I find some figures that should be interesting to Canadians. We find that in New South Wales the government owns and operates 2,351 miles of railway, constructed at a capital cost of £34,657,000 sterling. The gross revenues of that system for the year 1893 were £2,927,000, which, after paying all expenses left net earnings of £1,188,000, or over 3 per cent on the total investment for the construction of those railways. Lest