

been, and which are, being subsidized by the parliament of Canada, and you know that we have these railways whose bonds have been guaranteed by the government, by the country, all in the interest of trade and transportation. You know that we practically built the Canadian Pacific Railway and you know that we advanced very large sums of money to the old Grand Trunk, which stands as an asset of Canada to-day on the books in the Finance Department of Canada, representing millions that have been paid out. I hear no cry with respect to that. You know that we have expended large sums of money annually for the purpose of promoting our export trade in the way of subsidies to steamships. You know that with a view to promoting our internal traffic, our interprovincial and provincial traffic, we have been subsidizing steamships which ply on our inland waters and along our coasts.

Mr. HAGGART. Will the hon. gentleman state the amount paid to the Grand Trunk since confederation?

Mr. EMMERSON. I am sorry I cannot anticipate every question that is in my hon. friend's mind, but if he will bear with me for a little I will come to the very question he has propounded.

Mr. HAGGART. The hon. gentleman has stated that the Grand Trunk has got a certain amount since confederation. I want to know what it is.

Mr. EMMERSON. I did not say since confederation; if my hon. friend understood me to say since confederation, I wish to correct him. I did not intend to make any such statement, but it was an amount that the people of this country expended, and it is an amount that is taken into the calculation of the financial conditions of the country, the amount that was contributed to the Grand Trunk anterior to the confederation. My hon. friend knows that, and no mere quibble can alter or wipe away the actual results with respect to the expenditure of the money. We have also expended very large sums of money in endeavouring to promote trade and transportation in connection with the Montreal harbour, in connection with the Quebec harbour, and in many other ways. I do not invite the attention of this House with any idea that these matters should be objected to. I think rather that they are to be justified. I think rather that they are to be defended; but do not let us pick out from among this mass of expenditures the money laid out on the Intercolonial and hold the matter up for public censure; do not subject these expenditures to the most extreme criticism and be silent with respect to the large sums of money which you have been

paying in the past, and which you are yearly paying out, with a view to promoting the trade and transportation interests of Canada.

The expenditure on the Intercolonial charged—not chargeable but charged—to capital account, and I say according to the principles followed chargeable properly to capital account, amounted to \$77,473,557. There was charged to consolidated fund, as the difference between deficits and surpluses, \$7,888,517—leaving a grand total which the Intercolonial has cost Canada since 1867 of \$85,362,074.

This is a large sum of money, it represents a great deal to the people of Canada, and it is a matter of fair comment as to whether Canada has received a proportionate benefit from that expenditure. I claim that it has.

The net deficits on the Intercolonial Railway during the period of its operation by Canada have amounted to \$7,888,517. Hon. gentlemen will say: a very large sum indeed, but we might add if you will to this the cost of the Prince Edward Island Railway, which as you know, Sir, is a part of the government railway system of Canada. The amount charged to capital account of the Prince Edward Island Railway is \$6,719,529. There has been charged to the consolidated fund during the several years a total of \$7,272,337, making a grand total of \$13,991,866. But from this sum which I have last named there is to be deducted for revenue \$4,830,599, showing a net cost of the Prince Edward Island Railway down to date of \$9,161,265.

Now, if you will, you can add these two sums together and take them as the expenditures in the interest of the Intercolonial Railway, and the two sums amount in round numbers to ninety-four and one half million dollars. It is easy to get the exact dollars; but I am near enough in stating ninety-four and a half millions. It is slightly under that amount.

As I have mentioned, there are other directions in which we have expended moneys; and first let me invite your attention to the canals of Canada: As I stated a few moments ago, the canals are nothing but deficit creators. There was a time when a charge was made for the traffic which passed through these canals. The tolls amounted to a very considerable sum, as I understand, but it was immaterial as to whether there was any return or not. Within the last few years, in the interest of trade and transportation, the government of this country, with the approval of parliament, abolished the canal tolls, and there is charged to the capital account of the canals of Canada the sum of \$89,294,758. In addition to that there has been charged in the consolidated fund of Canada \$8,936,985, making a total of \$98,231,743, some \$5,000,000 more than has been expended in