

past. Although it would take a long time to traverse the distance that intervenes between the Pacific and the Atlantic, I pass at once, by transition of thought, from British Columbia to that portion of the Dominion in which I am more particularly interested, and the portions of country connected with it. I refer now to the Intercolonial Railway, regarding which we are assured that a system of the most rigid economy has been introduced in the interest of that particular branch of the Public Service, and in the interest of the country at large. No doubt, in carrying out this principle of economy, the Minister who presides over that Department must have felt that, whilst he was performing an important and necessary service, he was, at the same time, performing a somewhat ungrateful one. The cutting down of salaries, and the diminution of the number of employés upon a road such as that could not but be attended with some inconvenience to a large number of persons employed upon it. But, when we consider the fact that, year by year, there was rolling up a deficit of about \$500,000 in connection with that railway, and how necessary it is to overcome the disadvantages which attend upon so long a line of railway, connecting us with our ocean ports, we must commend the course which the Government in this case has found itself bound to pursue. And I think, Mr. Speaker, after we come to study the figures, to learn how far that policy and that course has been successful, we shall exult in the prospect of a very rapid approach to a time when the discrepancy between the expenditure and the receipts will be entirely done away with. Deeply interested in that railway, as the representative of the city which is its eastern terminus, I have sought for some information connected with its management and have been favoured with that information, to a portion of which I shall call the attention of the House, in connection with this particular paragraph in the Speech. I have already adverted to the fact that we have been carrying a deficit in connection with that railway of \$500,000 a year. I find that, for the last six months of the year 1878, that deficit amounted to \$217,589.17. In operating the Railway, the working expenses, including general renewals, amounted to \$1,117,427.60, in-

clusive of a charge from the General Renewals Suspense Account of 1877-78 of \$168,396.03, deducting which, we have the net result of \$949,031.57 as the cost operating the railway during that six of months, while the receipts were \$731,442.40, leaving us with the deficit to which I have referred. Now, Sir, I find that, in the corresponding six months of 1879, instead of an expenditure of \$949,031.57 we have an expenditure of only \$753,469.13, and, although the receipts for that six months were somewhat less than for the six months of 1878, namely, \$721,277.42, we have to congratulate the Government upon the fact that the deficit is only \$32,191.71. I have said that the receipts for that six months were somewhat less than for the six months in the preceding year; but I am glad to be able to supplement that by the statement that, if we take seven months, including the months of January, 1879, and January, 1880, respectively, the receipts for the latter period are considerably in excess of the receipts for the corresponding seven months, ending with January, 1879. We have a total of something near \$839,277, as compared with \$812,308.42. When, Mr. Speaker, I thus refer to the reduction of a deficit which amounted to \$217,500, to one of a little over \$32,000, I ought not to omit to mention the fact that the miles of railway in operation have been 840 as contrasted with 714 miles in the previous year, thus showing an addition of 126 miles, owing to the transfer of the Rivière du Loup Branch. The statements in reference to the burden which it was said would be put upon the country in consequence of that purchase are thus proved to have been, in a large degree, unfounded. I may mention another fact in connection with this, namely, that, for the six months ending the 31st of December, 1878, the number of miles run by trains was 1,341,030, and, for the six months ending December, 1879, the number was 1,419,194, showing an increase of 78,164 miles run during the latter period. These statistics may be somewhat dry, but they convey important information, and I have thought it desirable, in connection with this paragraph, to place them before the House, having had the opportunity of obtaining them afforded me. I sincerely trust that the