

the northern or north-western end of the Intercolonial Railway a competing point for freight. The Government took the hint as far as regards going on with the construction of the railway. They paid enormous sums for land damages at Point Levis and in its neighborhood, and those twelve miles of railway have cost the country some \$2,000,000 at the present time; yet the thing for which that branch was intended has never been done. To-day there are no freight connections between the North Shore Railway and the Intercolonial Railway. After all these millions—I do not know that we are quite done paying out money for land damages—have been expended the Intercolonial Railway comes to the water's side at Point Levis, but there is no proper freight connection between the north shore and the Intercolonial Railway. It would not take a statesman to provide facilities of that sort; any private railway company owning and managing a road for themselves would have had those facilities. Then again the Government, on the eve of an election, undertook to construct what was called a "Short Line" in the counties of Cumberland, Colchester and Pictou. It was alleged by the hon. gentleman—I do not know whether he was then Minister of Railways, or whether he had passed into the Finance Department—that this road would shorten the distance between Oxford, in the county of Cumberland, and New Glasgow, in the county of Pictou, forty miles. The country has been put to an expense of between two and three millions of dollars in the construction of that road, and now it is discovered that this road is only seven miles shorter than the Intercolonial Railway. The effect of building the road is to give a competing line with the Intercolonial Railway, to take away business from the Government's own line, to put the country to the cost of keeping up this line, and all to shorten the distance seven miles. If the Intercolonial Railway had been owned by a company do you suppose the company would have done such a foolish thing as that? Not at all. If it was desired to reach a port on the Straits of Northumberland the company would have built a branch to Pugwash or whatever port it was desired to reach: they would not have built a line 40 or 50 miles in

length competing with their own line all that distance and not offering any advantage whatever for conducting the business of the road. I find in this Bill the same principle is carried out. Subsidies are given to lines, a principal effect of which will be to take business away from the Intercolonial Railway and render the deficit on that road, which is already too great, greater year by year. In another case where there was an opportunity for the Government to subsidize either of two lines, for the purpose of supplying two counties in Nova Scotia, one of which lines would have been a continuation of the Intercolonial Railway and a feeder to it, and the other one which would have been calculated to take business away from the Intercolonial Railway and carry it in other directions, the Government have, with that fatal facility for always doing the wrong thing in railway matters which seems to characterize them, subsidized the road which would take business away from the Intercolonial Railway, and which would at the same time do the least good to the part of the country to which I have referred.

HON. MR. KAULBACH—Which line is that?

HON. MR. POWER—It would take a long time to explain the matter to the hon. gentleman so that he would understand it; and I am not anxious to trouble the House for that length of time. As I said when I began, I do not propose to say anything about this Bill; but I have been tempted into saying something as a sort of courtesy to the hon. gentleman opposite who, by the way, seemed to think that we should vote this \$3,300,000 without the slightest explanation from him as to why we were going to vote it or what the merits of any of the schemes were which the money was intended to subsidize.

HON. MR. KAULBACH—My hon. friend says he would not take up the time of the House in trying to explain to me which railway in Nova Scotia he referred to when he spoke of one being a competing line into the Intercolonial Railway. It must be because my hon. friend was afraid to let us know the line he referred to. If he had reference to the Liverpool and Shelburne Railway it certainly has no