

have a great deal more help than we have had in the Territories for creameries, and I think it is desirable that all that should be done by the local government. But how in the past, or how in the present, could the local government do it, when the grant to them is so contemptibly small and so utterly inadequate to the needs of the situation? But if an adequate sum is given them, the local government, being on the spot, could attend to all needs. For instance, we know that in a vast area like the North-west Territories we may have good crops in one part extending over hundreds of thousands of square miles; and in another part we may have a failure of crops. Now, the proper government to deal with that question is the government of the North-west Territories; but how could the government of the North-west Territories deal with it, when, up to the present, the amount doled out to them has been weighed, as it were, in an apothecary's scales with the utmost nicety, so as to measure it out as regards the admitted needs of these Territories? Mr. Speaker, it was a great pleasure to me to hear my hon. friend's voice once again, and I hope that in this House he and I, while we are colleagues, whether for a long or a short time, will use our united efforts for the good of the Territories, and for the support of any proposal, come from whatever side it may, that will be for the good of the Territories, and let us not turn our efforts against each other at the bidding of either party or faction.

Motion agreed to.

BRANCHES OF GOVERNMENT RAILWAYS.

Sir CHARLES HIBBERT TUPPER moved for :

Copies of all returns, reports, papers and documents, showing the branch railways connecting with the Intercolonial Railway, the capital invested, subsidies contributed, gross and net earnings and earnings per mile of each railway.

Also, reports and other information showing the effect upon the receipts and expenditures of Government railways by the operation of the Rivière du Loup, St. Charles Branch, Oxford and New Glasgow, Eastern Extension, Cape Breton and other additions to the Intercolonial Railway as originally constructed and operated.

Also any report or papers dealing with the policy for acquiring all connecting branch lines not already owned by the Government.

He said: I simply want to add a few words in explanation of the object I have in view in making this motion. The subject of the operation of these railways has been for some time engaging the attention of the communities touched by the Intercolonial Railway and by the various lines connected with the main line. Many of those branch railways—and there are quite a number of them, particularly in the province of New Brunswick—are, I fancy, in considerable

Mr. DAVIN.

difficulty in connection with the management of those lines, and the people are not served as they would be served, nor is the business of that district of country in such a condition as it would be, if they had anything like the advantages arising from such an operation as obtains on the Government line proper. I think, if the Minister of Railways, for the purpose of meeting this return, would direct the attention of his officers to the whole subject, a very interesting report could be prepared for Parliament, and in that connection we would obtain information as to the effects, partially, of the policy suggested in this motion. For instance, the line to which I refer, including the Eastern Extension and the Cape Breton road, before they were taken over by the Intercolonial Railway, were supposed by many to be likely to involve a very heavy expenditure and lack of revenue; whereas from the best information I can gather those lines have contributed to the business of the Intercolonial Railway and proved of very great financial benefit to the Railway Department in the handling of business along the main line. It is obvious in connection with such branches as the Albert Southern, 16 miles, the Baie des Chaleurs, 80 miles, Caraquet, 68 miles, and Joggins, 12 miles, and various other companies operating short lengths of roads, that the expenditure in connection with the rolling stock is so heavy as to hamper them in the efficient management and control of the roads; whereas if many of those lines could be acquired by the Government, it would not be necessary to increase to any extent the regular rolling stock as regards those branch lines, and therefore it goes without saying that many of those lines could be operated by the Government more efficiently and with less cost to the people who require those transportation facilities. So it occurred to me that before going into this question, which involves very serious consideration indeed, it would be convenient and useful to obtain at the earliest possible time a report dealing with the subject that I have outlined. For the benefit of the Minister of Railways, or whoever represent him at the present moment, I will mention the different lines that would be affected by this proposal, as follows: Albert Southern, 16 miles; Buctouche and Moncton, 32 miles; Baie des Chaleurs, 80 miles; Central Railway, 75 miles; Caraquet, 68 miles; Cumberland Railway and Coal Company, 46 miles; Elgin and Havelock, 27 miles; Joggins, 12 miles; Kent Northern, 34 miles; New Brunswick and Prince Edward Island Railway, 36 miles; Salisbury and Harvey, including Harvey Branch, 52.25 miles; Temiscouata, 113 miles; Canada Eastern, 136 miles. I do not suppose it possible to obtain all those lines, even if the proposition were favourably entertained. I desire, however, at least to point out the lines that are actually connected with the present system.