

whether you have a cheap property, and whether that property is an advantage to Canada. If the Senate votes about eighty millions of money to-morrow, as they are going to do, and if they are willing to have our railway system developed, then the least thing they can do is to allow this Bill to go through. You will be doing a generous act and the people of Canada on both sides of politics will appreciate the fact that the Senate have recognized that we have done what we could to better the conditions of that little province known as New Brunswick.

Hon. Mr. McMULLEN—I can well remember in the early history of my political life hearing a good deal regarding the Canada Eastern Railway. I remember that it was called Gibson's road, and I can remember very well when voting subsidies for the construction of that road, it was said that we were voting money for the purposes of building up the personal interests of one man. Mr. Gibson was at that time a good friend of my hon. friends opposite. He has changed, I think, once or twice, in his lifetime politically.

Hon. Sir MACKENZIE BOWELL—He knows where his interest lies.

Hon. Mr. McMULLEN—And it appears to me he is willing to support the party in power. He was a man of that kind, so far as I remember. He secured at one time the retirement of Mr. Temple in order to provide a seat for the Hon. Mr. Foster, who was elected there afterwards, and sat for that constituency for a considerable time. It was during the time Mr. Foster was here, as representative of the county, that a grant was made for the purpose of building the Fredericton bridge. We criticised very pointedly the grant towards the construction of that bridge. It was not a grant. It was a loan. The government loaned \$300,000, and in addition to that they paid a bonus of \$15,000 to every \$100,000—that is, \$45,000 as a bonus and \$300,000 as a loan towards the construction of that bridge. I remember distinctly myself following the matter up, and every year asking for a return of the amount of interest that was collected on

that investment and inquiring why the interest was not collected. I believe it was not collected under either government. I do not know whether their receipts during the time the Conservatives were in power were larger than they have been recently. Whatever the condition may be, I believe they have both virtually treated the company that built that bridge in the same way. Neither government has collected any interest, as I understand. The bridge has been built some sixteen years, and the interest was \$12,000 a year. That would amount to about \$200,000, without compound interest, and \$300,000 that has been loaned, which virtually makes about half a million. When this Canada Eastern Railway was built it was looked upon as a lumber or timber line. It was built for that purpose. It was considered that there was a large amount of timber in the district, and Mr. Gibson has utilized that road, for fifteen or sixteen years, for the purpose of bringing timber to his mill, which is erected, as I understand, at Fredericton, at the bridge. The road has been in existence sixteen years, and we are paying about \$5,800 a mile for it. As far as I am concerned, I am entirely opposed to the purchase of branch lines in any province to be added to the Intercolonial Railway. I am opposed to that policy on the ground that there are no branches with the exception of one, I think, that has been added to the Intercolonial Railway which has not been virtually a drain upon the main line, rather than an assistance. I opposed the construction of the Pictou branch. I opposed the construction of the Oxford and New Glasgow line. All these lines that were built virtually duplicated the Intercolonial Railway, and what is the condition to-day? We have sixty-six millions of money virtually sunk in the Intercolonial Railway, upon which the country is paying at least three per cent interest. That is about \$2,000,000 a year of interest paid by the taxpayers of this Dominion, and in addition to that, last year they had to pay a million and a half of money to keep the line running and make up expenses. With all that experience in the past, we are adding to it by the purchase of this road.

The price to be paid for this branch may