

fought, when I was in the Commons, with all my might to prevent them granting the money. They gave more money to build a bridge across the river, than it ever cost. A Mr. Tucker—not the member—came up to Ottawa, and was not able to pay the fees to get the Bill through. The promoters had to wait till the following session to raise the fees for the Bill, and what did they do? There is a bridge across the River St. John. I do not know what tolls they are charging to-day but they were charging four dollars a car for every car that went over that bridge. Who pays it? The Canadian Pacific Railway. Who gets the money? People that never invested a shilling in the enterprise. It is owned by a private corporation, who draw large dividends by charging a heavy toll on the bridge. They are controlling the trade across the River St. John, but they never put a dollar of their own into the bridge. Then the Fredericton bridge was constructed, because it was supposed that it was an absolute necessity to make the connection between the Canada Eastern Railway and the west to allow fresh salmon, smelts and other fish to be sent to market quickly, by that short cut. They could not get through there unless they had a bridge. It must have been poor policy to have granted them government aid. I am not prepared to say it was not. It was thrown away as far as the government was concerned, because those people who got the money have nothing to-day. The government got the bridge back, and the company has to submit. The money has been expended, and it is gone. I do not think the bridge at St. John is safe. I do not believe a heavy train could run over it at all. It is tested to the last half inch. It is a bridge built years ago for lighter rolling stock than we have to-day, and every time I travel over it I feel glad when I arrive at the other side, to know that I am safe. That is a fact. Now I wish to take three positions: first of all, that the government of the day who voted money for these enterprises must have known what they were doing. They must have appreciated the fact that the railway was necessary.

Hon. Mr. LANDRY—It was done for a purpose.

Hon. Mr. DOMVILLE—Perhaps it was done for a purpose, and perhaps this was

Hon. Mr. DOMVILLE.

done for a purpose, but did they succeed in the purpose, considering all the money they paid out? Perhaps they might not succeed in this scheme. The whole question comes down to this: Is the railway there necessary? Is it going to be of any use for New Brunswick. And being in an unfortunate position, is the government justified in taking up the road and making it a part and parcel of the Intercolonial Railway? I do not see anything else to consider at all.

Hon. Mr. LANDRY—Who are they buying it from?

Hon. Mr. DOMVILLE—Buying it from the creditors.

Hon. Mr. LANDRY—Who are they?

Hon. Mr. DOMVILLE—The hon. gentleman does not want me to name them. I do not believe Mr. Gibson will get a dollar out of it, and I think he has sunk a fortune in it. I do not think there is a dollar in it which goes to him. I could tell the hon. gentleman to whom the money goes.

Hon. Mr. LANDRY—That is what we are asking.

Hon. Mr. DOMVILLE—The hon. gentleman will have to put a notice on the order paper if he wants the information. If hon. gentleman on both sides of the House would only have a little kindly feeling, it would be all right. We have a very large and prosperous country, and if hon. members would only view the question as I view it, that the government of Canada while distributing its bonuses here and there, while endeavouring to build up this great country, is perfectly right in saying that something is due to the maritime provinces. I do not think there is any one in the province of New Brunswick who understands the situation, who will not justify the purchase of this railway by the government. I do not care what his politics are or who he is, he will say that the government have made a most judicious purchase. I state without fear of contradiction that this is a railway for the general advantage of the provinces, and a railway that is for the general advantage of the maritime provinces must be for the general advantage of the Dominion; then, never mind who gets the money. The question is