

storms, entailing great expense—that it would also remember the road was hardly in working condition yet, and look to the future of the country—at the benefits this work would confer on the provinces through which it would pass, and indirectly upon the Dominion, of which they formed a part. (Cheers)

Hon. Mr. WILMOT said he was one of the delegates to England, with regard to the Intercolonial Railway, and there was no such determination on the part of the British Government, as alleged to run it by the North Shore. The whole matter had been fully discussed.

Hon. Mr. CAMPBELL contradicted that impression, asserting that a despatch to the effect that the Government wished the road to go by that shore route had been read in this House.

Hon. Mr. MILLER said, taking up the public accounts, and referring to the abstract on which the hon. mover had based his calculations, he was at a loss to conceive how that hon. gentleman could have arrived at such extraordinary and erroneous results. The impression the hon. member's remarks were calculated to leave on the House and convey to the country, was that the Government railways in Nova Scotia and New Brunswick were an annual burden to the Dominion of about \$900,000. He (Mr. Miller) felt it his duty not to allow this statement to go to the people without showing from the very abstract on which he (Mr. Alexander) had founded that assertion, and from the figures under the hon. gentleman's own eyes when he made it. But his statement was, he could not say intentionally, but certainly grossly inaccurate. It was well known to every hon. member of the House from the Maritime Provinces, that previous to Confederation, the railways in those Provinces that were assured by the Dominion Government at the time of Union as one of our assets, had paid a slight profit, about one per cent, over their working expenses. He believed the New Brunswick roads paid even more than that amount over their working expenses; being main lines, they were more paying than those in Nova Scotia. He wanted Western members to understand that it was only since Confederation, since the extension of the Intercolonial, that their lines had proved comparatively so unproductive. It was true, after the Lower Provinces entered Confederation, a good deal of money had to be laid out on construction and repairs, the local lines having been allowed to get somewhat out of order. What did he find from the tables, from which his hon.

friend made his motion and drew his conclusion that, last year, those Government railways produced a loss to this country of \$900,000? His hon. friend had made up his estimate largely from construction chiefly connected with the Intercolonial Railway. It was very unfair to charge such construction to the working expenses against the profits of the railways, when that construction outlay was absolutely necessary in connection with the Intercolonial and not with the old Provincial lines. From the 1st July to the 9th November, 1872, when the Intercolonial was consolidated in the public accounts with the old lines the working expense of the New Brunswick railways was \$126,145, while the earnings were \$136,590, leaving a surplus of receipts over expenditure, on account of working, of \$10,445. He admitted the Nova Scotia road was not so remunerative. During the same period the cost of running our road was \$181,458, while the receipts were \$130,961, leaving a deficit of 48,497. Now, as the honourable gentleman had made a joint motion connected with those two Provinces—if we took the whole deficit connected with this one railway in Nova Scotia—leaving out the Intercolonial, we found but \$38,052 deficit for that portion of the year; and in the face of that fact his honourable friend wished the startling statement to go to the country, that our Government railways in Nova Scotia and New Brunswick—for that was the impression intended to be conveyed—were costing the country over \$900,000 a year. Instead of that, these Government railways cost but \$380,052. He thought there was a very wide difference between the result which might be come to by any one desirous of putting no more than the facts before the House and that arrived at by the honourable mover. He knew if construction was spoken of it was a different matter. On the 9th of November, 1872, the portion of the Intercolonial which affords connection with the European and North American Railway, was opened to the public. From that time the expenses of those Government railways in Nova Scotia and New Brunswick, including the Intercolonial, were very much increased. The consolidated lines, from the 10th of November, till the 30th of June, 1873, cost \$704,233, and yielded but \$433,906 revenue, leaving a deficit on account of the Intercolonial, of \$270,382, and a total deficit, including the period from the 1st of July, of \$803,434, for the two Provinces; a deficit of \$270,382 accrued in consequence of the con-