

cash, \$1,768,000. The subsidies from the government amount to \$774,000 : where did the balance come from ? The unfortunate promoters who put their money into the project thought it would benefit themselves and develop the country, but they have lost money. The \$800,000 they are receiving will not pay them. That amount would not build the most ordinary roadbed. Culverts have to be put in, rails laid, and right-of-way secured. Nobody will say that 136 miles of roadbed could be constructed for \$800,000. The government are acquiring for \$800,000 a property which, with a comparatively small additional expenditure, will be a benefit to the maritime provinces, and especially to New Brunswick. It may be argued that the government should not own railways. I contend that the government should either have no railways or own all the railways. In the maritime provinces the government own the Intercolonial Railway, then let them acquire these branches. Having assisted them, they should get the possession of them and put them in proper shape for traffic. The St. Martin Railway was closed up for a year ; the Buctouche road stopped running for a time, and all these other railways have been doing in different work. Why ? Because they have not had the fostering hand of the government. They have not been in the hands of strong corporations that could put them on a paying basis. I have no doubt if the government would take up these branch roads at once, and put them in proper shape, and administer them properly, while they might not pay directly they would pay indirectly. If they are run successfully, even though they do not yield a revenue above expenses, they will develop our agricultural and mining interests and thus contribute to the prosperity of the Dominion. I remember my experience the first time I came to Ottawa, in 1872. We had to take the railway to Holton, from Holton drive to Madawaska, and at Madawaska take the railway to Danville Junction, on the Grand Trunk Railway ; and when we came to Prescott Junction it took two or three days to get to Ottawa from Prescott. That occurred on several occasions. That condition of things has passed away. I remember the difficulty we had in getting to the Northwest. When I went out

to the Red River first, it was something to be able to talk about that I had visited Winnipeg and the prairies. To-day we can take a pullman here and be in Winnipeg inside of three days. Canada has expanded, and our ideas must expand with the growth of the country. I venture to say that in three or four years, those of us who will then be surviving will feel how little we now appreciate the expansion of the country. Taking that ground, we ought not to pass strictures on those railways and bridges. If we must find fault, let us censure the governments that in the past subsidized this railway, because if the ground is taken that the line is useless to-day, it was equally useless then.

If the governments of the day, both the Dominion and the local governments, thought in their wisdom that it was a line well worth building, and assisted the project with money grants, now that the company come in forma pauperis, and say 'We have tried to do the best we could with the railway, but it has been a losing concern. We have struggled against adversity, but having lost all our money, we want you to take this line off our hands, help us to get out of it, help the country and operate the railway. So far we have been able to carry it on but not successfully, either from want of means or of railway knowledge. Not being railway men to a great extent, we have not made it pay, and we are willing to lose the difference between \$2,000,000 and \$800,000 out of our own pockets. Personally I have no interest in the matter at all. I am only interested as a New Brunswicker in the development of New Brunswick. I have great faith in New Brunswick. I have faith in this road when it is run by the government ; although it does not pay at present, it is going to pay indirectly in the good service it will give to the people, and by the country that it passes through being developed, and producing a traffic that will eventually pay for the running of the road. It has been stated by my hon. friend that this deal is the result of a political pull. I cannot see that there is anything political in it. The bridge was an unfortunate bridge. Why did the government grant money towards the construction of an unfortunate bridge ? Take the bridge at St. John, I