

four millions annually to run, while we only get a revenue of three millions, that is to say, our public canals and those railways managed by the Government are an actual loss to the country of one million dollars a year in its revenue. I certainly think that those people who make use of the canals and of the railways should be able to bear the burden, at any rate, of paying the running expenses. Without taking into consideration at all the question of the value of these roads, so far as capital is concerned, I think that the wheat that passes through our canals should pay the expenses of moving it through. That would be only managing our canals and railways on a business basis, and the Minister of Railways, as I said before, is to be congratulated that he has proved to the country that this can be done so far as the Intercolonial is concerned. I regret to have seen a reference in the public press to the effect that it is possible that this road may be handed over to the Canadian Pacific Railway Company, who have, it is true, shown their capacity to manage their own line upon a thoroughly business basis. It has been urged that it would be better to transfer to this Company this incubus as it has been described, which has hitherto been costing the country about 600 thousand dollars a year, but I say, hon. gentlemen, that we would not be doing our duty to the country if we allowed such a valuable asset, the first cost of which was 40 or 50 millions of dollars, to pass out of the hands of the country. If we were to adopt a different commercial policy and thereby build up the Maritime Provinces and the province of Quebec, and the industry, and trade of the whole country, you would find that the first cost of this road, forty or fifty millions of dollars would be returned to the treasury of the country, within ten years, either by making it productive ourselves or finding a company which would purchase it from the Government, and instead of having cost the country forty or fifty millions of dollars of the people's money by adopting a different policy and improving and increasing the trade of the country, you will make this road a valuable asset. I say it would be most unwise for us to take any such step as to give up that road, and to part with the franchise by which this valuable asset is created simply because we have failed to manage the road upon a business basis in the past. For that reason alone the hon. the Minister of Railways is to be congratulated in the effort he

has put forth and the success with which he has met in proving to the country, that the road can be made to pay, and that it is not necessary to make this road a free gift to any corporation because it is an incubus.

Hon. Mr. McINNES (B.C.)—Is that shown by his last annual report?

Hon. Mr. BOULTON—I understand that is the fact, but I am simply going by what I see in the public press. I understand that the deficit has been reduced to seven thousand dollars.

Hon. Mr. POIRIER—Does that include the deficit of the Prince Edward Island Railway?

Hon. Mr. BOULTON—I do not think so—merely the Intercolonial Railway. However, the facts and figures will, I presume, be presented when the report for 1893 comes down. The hon. the leader of the House referred in his speech in Toronto to the fact that Canada has expended her treasure in the development of these resources, in the construction of the Canadian Pacific Railway and the construction of the Intercolonial Railway, and the construction of our canals. Well, hon. gentlemen, I take issue with him in that statement. We have borrowed money which has still to be paid back, we have not expended one single dollar of our own, but we have borrowed to build the Canadian Pacific Railway, and to build the canals and all the other public works, and every dollar of that debt is still upon us, and we have increased that debt by \$3,000,000 in the past year. The debt of the Intercolonial Railway is still upon us and it is not the treasure of Canada that has been poured out but the credit of Canada that has been pledged to construct these public works. What we want to look forward to, is to try to arrive at a policy that will give us the power to meet these liabilities and wipe them off in the course of time, and to meet the annual interest without burdening the trade and industry of the country at all. That is what we have to apply our minds to. It is not that we have expended our treasure, but we have borrowed and the country has to pay the annual interest and this has to be met out of the industry and trade of the country. For that reason, I say the day may not be far distant when that Intercolonial