

by this Parliament for the construction of a road in a foreign country for the purpose of entering into competition with this road, which has been constructed out of public money, and which is owned and managed by the Government of the country. I could never understand myself why money should be taken from the treasury of Canada to construct a railway through the State of Maine. That has been done, and that road is a rival to the Intercolonial Railway. While the Intercolonial Railway was not paying expenses, a road which the hon. Minister of Justice says we are under obligations to maintain and to keep in operation in fulfilment of the terms of Union, we made large contributions to the construction of another railway that was to draw away trade and commerce from it, and the construction of which did not add to the value of property or confer special advantages on the citizens of this country, but added to the value of property and conferred special advantages on the people living in a foreign state. That has been a part of the policy of hon. gentlemen on the Treasury benches. They have constructed a railway, the Short Line, which has diminished the earnings of the Intercolonial Railway, and has increased the loss sustained by the public treasury of this country. It seems to me, Sir, that while it may be proper, in order to get rid of the political influences which interfere with the efficient management of this road, ultimately to appoint a commission, or to put it in charge of some one outside of the Government and independent of its meddlesome oversight, it is first necessary that Parliament should institute an enquiry to ascertain what the management actually is, what opportunities the road may have of adding to its revenue under a more efficient management, and what are the opportunities furnished by the country through which it runs to increase its traffic, and to add to its usefulness as a public undertaking. I am sorry to find that the first thing required to secure a reform in the management of this work is an enquiry by a committee of this House. That enquiry should be full and exhaustive, and the reason why the management of the road has cost so much should be clearly ascertained, and that cannot be ascertained until such an enquiry is had. It will be then possible, with all the facts before us, when we know the actual condition of things, we can determine whether it is wise that this road should continue under the control of a Minister, or whether it might not be better managed by being handed over to a commission which will be free from those political influences that have so long seriously affected the management and the revenues of the Intercolonial Railway.

Mr. HAZEN. I would like, as this is the first opportunity I have had of doing so, to enter my protest against the idea advocated in some sections of the country, and put forth by a gentleman holding a prominent position in the public life of this country, that unless the Intercolonial Railway can be made to meet the expenses of running it should be closed up. It has been pointed out during this debate that the Intercolonial Railway is part of the compact under which the four original provinces of the Dominion formed Confederation, and I may say that the closing of that road would, under the circumstances, be regarded by the people of New Brunswick and Nova Scotia, and I may also say by a large portion of the people of Quebec as

Mr. MILLS (Bothwell).

well, irrespective of party or politics, as a violation of that compact. I may also say, with regard to what the hon. member for Bothwell (Mr. Mills) has stated, as to its being perfectly right and proper, under the terms of Confederation, that the road should be given to the management of a private corporation, that I, for one, and I believe my views will be shared to a great extent by all the people of the province I have the honour to represent, would solemnly protest against the Intercolonial Railway passing from the control of the Government and being placed in the hands of a private corporation, because under the management of that road by the Government the people would feel that their rights would be better secured and protected than they would be, perhaps, if placed in the hands of a private corporation.

Mr. MILLS (Bothwell). Such as the Canadian Pacific Railway.

Mr. HAZEN. The Canadian Pacific Railway or the Grand Trunk Railway; and it is my impression that the views I put before the House will be shared by all the people of New Brunswick and Nova Scotia, whether Liberals or Conservatives. I think the House is indebted to the hon. member for Albert (Mr. Weldon) for bringing this matter before us. It is a question which may be fairly discussed; and it is of the utmost importance, if such a thing is possible, that some scheme should be devised and adopted for the management of the Intercolonial Railway, which would enable that road to be conducted in a manner that would prevent this yearly drain on the general revenues of the country. The road during the past sixteen years, I find, has been run at a gross deficit of \$3,834,956.67.

Mr. MILLS (Bothwell). Far more than that.

Mr. HAZEN. I think my figures are perfectly right. If the hon. gentleman, of course, takes into account the interest on what that road originally cost, then the deficit is very much greater; but I am simply giving the figures of what the gross deficit has been on the running of the road during the past sixteen years. I can make my position good by the figures I will give the hon. gentleman, and the accuracy of which will defy contradiction. The results were as follows:—

Year.	Deficit.	Surplus.
	\$	\$
1874-75	281,563 99	.....
1875-76	243,912 87	.....
1876-77	507,228 20	.....
1877-78	432,327 78	.....
1878-79	716,083 53	.....
1879-80	97,131 23	.....
1880-81 .....	.....	542 15
1881-82 .....	.....	9,605 18
1882-83 .....	.....	10,547 83
1883-84 .....	.....	9,068 17
1884-85	73,324 26	.....
1885-86	106,042 84	.....
1886-87	232,105 75	.....
1887-88	363,043 16	.....
1888-89	258,564 34	.....
1889-90	553,392 05	.....
Total	3,864,720 00	29,763 33
Less, surplus	29,763 33	
	3,834,956 67	