

century ago and passes through the very finest part of Ontario, has never been a paying line; even to-day they are only paying dividends on some of the preferential stock.

Take the Intercolonial Railway; has that ever paid anything? No. I care not who may run it, it will go behind. Every railway goes behind until the country has developed a trade, and then it becomes a paying proposition. The Canadian Pacific Railway has had a different experience. It runs through the great grain and cattle lands of the west. The business has been well managed, and they have been able to hold their own and pay dividends. If we are seeking to develop Canada, why should not the maritime provinces get a share of the benefit? Having spent a great deal of money on these local roads, why not go a little further and say, 'You have struggled to open up the province of New Brunswick; we will assist the further development by taking over these roads and managing them ourselves.' It would be a mistake to say that while we are paying so much attention to the great west we are going to neglect the maritime provinces. Perhaps some hon. gentlemen may argue that we have nothing to do with this railway. I take the ground that every railway is a high road with rails upon it, that the engine has taken the place of horses for the transportation of freight. Any railway which is building up the maritime provinces will earn a revenue for this country. My hon. friend from Hastings (Hon. Sir Mackenzie Bowell) complains because the rails are only 56 pounds to the yard. Who ordered 56-pound rails? Not the present government, but their predecessors who, in their wisdom, thought such rails were suitable. As to the condition of those rails, I am not thoroughly informed, but I have no doubt from what I do know that they are in good order, and that the road, for a road of that kind, is in fairly good condition. As to the equipment, what road can you build to-day for anything like the cost of this? Take the Canadian Northern; the papers brought down to the House show that the road has cost between \$16,000 and \$17,000 with bridges and some of it \$19,000 a mile. At these figures, what would it cost to build this road which we are now getting for \$800,000? Over \$2,000,000. It cannot be an injury

Hon. Mr. DOMVILLE.

to the Intercolonial Railway; it does not draw traffic from it, and if it helps to build up St. John and Fredericton, is not that doing a great deal towards the development of this country? What fault can be found with that? No hon. gentleman will take the ground that nothing shall be done for the maritime provinces. We have in the province of New Brunswick the Buc-touche Railway, the Kent County Railway, the Albert Railway, the St. Martin's and Upton Railway, the Havelock Railway, the Norton Railway, which is commonly called the Central. All these railways have cost so much. Are we going to assume that because they have been constructed it is not the duty of the government of the day to have nothing more to do with them? We have given \$10,000 or \$12,000 a mile in the way of subsidies to aid construction; are you going to say to the people there shall be no prosperity in the maritime provinces, and that these roads are not to be placed in a paying condition? I take it as a cardinal principle that the government should help those railways, collect them together and run them in connection with the Intercolonial Railway, without the expense of keeping up so many managements. If you take the ground that we do not require the Intercolonial Railway, you simply say that we should not have come into confederation. When we did go into confederation how many people believed in it? Take up the annals of New Brunswick and Nova Scotia and you will find that nobody wanted to have anything to do with confederation or with Canada in those days.

Those ideas have passed away, and nobody thinks now of breaking away from the confederation. Everybody believes in building up a great nation and developing the transportation routes of the country. As to the bridges on this railway, I do not know whether they are of iron or of steel. I do not believe there are many bridges on the line, because it does not cross many rivers, but if a road like this had steel bridges such as you find on the western roads, you could not build it to-morrow for \$25,000 per mile, because we know the shorter the mileage the greater the ration of expense in putting up bridges. The owners of this road have lost money. The figures produced here show that the road cost in