

the amount placed in the Estimates was to provide increased freight accommodation.

Committee rose, and it being six o'clock, the Speaker left the Chair.

After Recess.

SUPPLY.

House again resolved itself into Committee of Supply.

(In the Committee.)

Mr. KENNY. Mr. Chairman, I desire to call the attention of the Minister of Railways and of the committee to the agreement which, as I understand, was entered into between the Dominion Government and the Windsor and Annapolis Railway Company, and which agreement provides and stipulates that the Dominion Government was to give to the Windsor and Annapolis Railway the same facilities for the distribution of its freight as the Intercolonial Railway enjoyed. To the great injustice of the people of western Nova Scotia and of the Windsor and Annapolis Railway Company, and to the great injustice and inconvenience of the citizens of Halifax also, that agreement has never been carried out by the Dominion Government, and, Sir, I fear it never can be and never will be carried into effect until the Government secures increased terminal facilities at the city of Halifax. This is one reason which I give, and which I have advanced before in this House, to urge on the Department of Railways to speedily complete their terminal facilities at Halifax. There is the further reason that, at present, the Windsor and Annapolis Railway Company is connected with the Western Counties, and we have now through railway communication from the extreme western point of Nova Scotia to the city of Halifax. I may say, Sir, that as regards these terminal facilities at Halifax and the arrangements which should be entered into, when the late Minister of Railways appealed to me in the House, I expressed the opinion that it would be in the interests of the railway that the department should secure and obtain the best possible expert opinion upon the matter. I have no views of my own to advance on this question. I realize that it is a matter which must be considered from the standpoint of the Intercolonial Railway, and I am satisfied that what is best for that railway will be best for the city of Halifax. I am cautious in expressing my opinion, because I realize that a great mistake had been made by the late Government as regards the Intercolonial Railway terminus in Halifax. The present station there was built by the Mackenzie Government. It is entirely inadequate to the trade of the place; the selection of the site was a very unfortunate one, and it would seem to me to have been constructed by hon. gentlemen who thought that the traffic of the Intercolonial Railway and the trade of Halifax could never possibly increase. I referred to the volume of the trade on the Intercolonial Railway before recess, but I desire again to call attention to the fact that a large amount of interprovincial trade has been developed by the Intercolonial Railway, as a glance at the Railway Report will show. If hon. gentlemen will take the trouble to examine the last annual

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report of the Department of Railways they will find that in the years 1879-1880 these returns stated that the tons of freight per mile which were carried over the Intercolonial Railway were 677, and that ten years later, 1889 to 1890, the quantity had more than doubled, and in the latter years 1,409 tons were carried. The passenger traffic shows a like increase. From 1879 to 1880, the number of passengers per mile was 700, and from 1889 to 1890 the number of passengers per mile was 1,255, showing conclusively that the Intercolonial Railway has to a large extent fulfilled its mission in developing an interprovincial trade, and in binding these scattered provinces of Canada more closely together. In dealing with these Intercolonial Railway matters I am sometimes surprised at the wild and reckless statements which hon. gentlemen opposite often make, and I observe from *Hansard*, that when this matter was under discussion a few evenings ago, the hon. member for Bothwell (Mr. Mills) stated that the advertising and printing expenses on the Intercolonial Railway were eight or ten times as much as those of the Grand Trunk.

Mr. MILLS (Bothwell). Per mile.

Mr. KENNY. In proportion per mile, but I do not know that the *Hansard* states, "per mile." Perhaps that is what the hon. gentleman meant, but I think that is not what he said. As *Hansard* reads, he stated positively that the expenditure was eight or ten times as much as that of any of the other railways of Canada. Now, Sir, if I correctly understood the Minister of Railways this afternoon the hon. member for Bothwell (Mr. Mills) was entirely mistaken, but I will not pass judgment upon the hon. gentleman, and no doubt before the debate closes he will have an opportunity of verifying his statement. As it appears to me now he is labouring under a mistake. With reference to the expenditure on the Intercolonial Railway I believe, and I am informed, that within the last few years the Government of Canada has spent a large amount in purchasing steel rails, and that that large sum has been charged to the operating expenses of the road which would to some extent account for this deficiency. The hon. Minister of Railways will be able to correct me if I am mistaken in these figures. During the debate reference was made to the deficit on the Prince Edward Island Railway, but we must not forget that it was part of our agreement when Prince Edward Island joined the Dominion of Canada, that we should operate that railway with all due economy and efficiency. We must not forget, of course, that the people of Prince Edward Island have had to pay their share for the canal system and the construction of the Canadian Pacific Railway out of which they can derive no immediate benefit, and that they have contributed that cheerfully, so that it falls with bad grace from gentlemen in this House to assail Prince Edward Island for the deficiency which may arise on the railway in that province. I will take the liberty of making a suggestion to the Minister of Railways, on the management of the Intercolonial Railway. Hitherto the Intercolonial Railway has been managed from Ottawa, and if a freight agent or a passenger agent at distant points like Halifax or St. John, N.B., nearly a thousand miles from the capital, had an opportunity of making any special arrangement for freight or for passengers he could not do so until he had communicated