

from the Deputy Governor, to the very large figures in connection with the operating expenses of the Intercolonial Railway. It is clear that extravagance has marked the operation of that line for years past. When you take up the figures for working and repairs of cars alone on the Grand Trunk Railway, with a traffic nearly three times that of the Intercolonial Railway, you will find it costs only \$425 per mile; you will find also that the same item costs the Canadian Pacific Railway only \$102.60 per mile, while it costs the Intercolonial Railway \$460 per mile. I think that proves clearly that there must be extravagance in connection with the operation of the Government railway. It proves that there have been more hands employed in connection with the workshops than necessary, as otherwise the very absurd showing this statement presents would not appear. The cost of working expenses per mile of the line is another indication that there has been a considerable number of hands employed beyond what is at all necessary. When you take the enormous traffic over the Grand Trunk Railway and compare it with the limited amount over the Intercolonial Railway, you find that the Intercolonial Railway spends \$1,038 per mile in operating expenses. Compare that with the Canadian Pacific Railway, whose operating expense per mile is only \$652, and you find that the Intercolonial Railway spends very nearly \$400 per mile more for operating expenses, that is for hands, track men, station agents, baggagemen and so on; and you find that the expenditure on the Intercolonial Railway is within but a very small amount of that on the Grand Trunk Railway. Then compare the maintenance. We find it costs the Grand Trunk Railway \$802 per mile for maintenance. Compare that with the Intercolonial Railway, where there are iron bridges and a road built in first-class order, and where there are snow sheds of iron put up which have been charged to capital account. Sir Charles Tupper, some years ago, when Minister of Railways, said that where the Government put up iron snow sheds to replace the old wooden ones, the cost was charged to capital account. We know that the Grand Trunk Railway does not do that, nor does the Canadian Pacific Railway. They charge those items to operating expenses. Taking that into account, we find that the Government railways spent \$972 per mile for maintenance and the Canadian Pacific Railway \$394.50 and the Grand Trunk Railway \$802. Thus the Intercolonial Railway has spent \$170 per mile more for maintenance than what is spent by any other road in the Dominion, clearly showing that there has been looseness and extravagance connected with the management and operation of the line from beginning to end. Now take the results. The Grand Trunk Railway paid its owners for the half year ending 30th June, 1891, \$1,730,445, or at the rate of \$3,460,890 per annum, leaving a net revenue balance for the half year of \$131,468, or for the year of \$262,936. Then take the Canadian Pacific Railway. That company paid a dividend of 1 per cent each on the 17th August, 1890, and the 17th February, 1891, amounting to \$1,300,000, it paid all the working expenses, and had a surplus carried forward of \$2,656,432. At the same time the Intercolonial Railway not only did not pay running expenses, but paid \$684,000 less than running expenses. So, when you compare the net results of the operation of these three lines, any person who will glance an

Mr. McMULLEN.

eye for a few moments over the figures I have submitted will see that this line has been operated most extravagantly, that money has been squandered, that hundreds of men have been kept on who have not been required. The Minister stated that they had to keep men to shovel snow. I understood that they had purchased a very efficient snowplough, one or two, a few years ago, costing a large amount of money. I understand that the snowplough is now lying at one of the stations and has not been utilized. I understand that it was sanctioned by the engineer in charge, but it never performed any work and is quite useless, and the department have been compelled to hire men to shovel the snow off. This is an evidence of want of knowledge or want of efficiency, or want of ability on the part of some one. Certainly, the Grand Trunk Railway Company have sections to keep open, and the Canadian Pacific Railway Company have sections to keep open worse than those on the Intercolonial Railway, and the whole operating of the line of the Canadian Pacific Railway from the Atlantic to the Pacific is included in the statement they have presented to their directors. That proves that there must have been an enormous amount of extravagance in connection with the Intercolonial Railway. I shall not further detain the committee. I am glad to notice that the Minister of Railways has announced his intention to pay a visit along the line with a view to cutting down expenses. It is a pity that the pruning knife was not applied years before. There is one thing I find fault with, and it is that Ministers knew at the time of the inception of the Short Line road, now owned by the Canadian Pacific Railway, that the Intercolonial Railway was not paying running expenses. Notwithstanding that, they not only encouraged the construction of a cut-throat line, but they gave the money of the people of this country to help in its construction. If the Canadian Pacific Railway thought it necessary in their own interests to build a railway of that kind through the State of Maine, it would not be prudent to do anything to prevent it, but, after spending fifty millions of the people's money on the construction of the Intercolonial Railway, to contribute largely to the construction of a cut-throat line to ruin the Intercolonial Railway was an action on the part of hon. gentlemen which the country should not endorse. Our experience shows that the statements made at the time on this side of the House are verified. We pointed out that this would be a ruinous competition to the Intercolonial Railway. Hon. gentlemen did not admit that. They thought there would be sufficient work for the two lines. Sir Charles Tupper, who was here at that time, spoke in glowing terms of the work which would be required from both these lines; he referred to the 640,000,000 of bushels of grain which would tax both these lines to carry, coming from the North-West, with which these lines would have to deal in the future. Hon. gentlemen were so elated with the bright prospect in the future held out to them by the then Minister of Railways that they gave their consent to contribute to the construction of that line which was to be a competitor with the Intercolonial Railway. But the predictions which were then made on this side of the House have been fully realized. We stated that it would mean financial ruin to the Inter-