

to that port ; while a barrel of flour can now be sent *via* the St. Lawrence at 50 cents or under, and *via* New York at 53 cents. Taking another view of the scheme, in its financial aspect, we find that Canada now contributes, in all forms, to the support of the General Government, over \$10,000,000 per annum. No one will say that we shall be called upon to contribute less under Confederation. And if we add to this sum the interest, at five per cent., on the additional debt of \$15,000,000 created by the proposed railway and the expense of two local governments, assuming them to cost \$1,000,000 each, which is below the mark, with \$1,000,000 to be expended annually on the militia, as well as our share of maintaining and running the railway, we will find that the people of the two Canadas will be called upon to contribute \$14,200,000 annually, instead of the \$10,000,000, as at present. And I would ask honorable gentlemen if the country is in a position to bear this additional burden ? (Hear, hear.) Really, looking at the question of expense, I am not sure whether I would not be in favor of returning to the primitive system of administering the affairs of the country—in preference to having this scheme—by a Governor in Council. (Laughter.) For there is no question that our annual expenditure will be, under Confederation, at least many millions more than at present, with the cost added thereto of maintaining and running the Intercolonial Railway—a work which can never pay.

HON. MR. FERRIER—It was predicted when it was proposed to build the Rivière du Loup section of the Grand Trunk that it would never pay, but the fact is that for the last two years it has not only paid expenses, but has given a profit.

HON. MR. SIMPSON—I should not contradict the honorable gentleman, because he knows more about Grand Trunk matters than I do, or most other people ; but my late respected friend, Mr. FREEER, who was the lessee of that section during two or three years, told me that, while receiving a subsidy of \$18,000 per annum for running it, with the free use of four engines, and with a suitable equipment of rolling stock, it would have ruined him had he continued to work the line even on those apparently favorable terms.

HON. MR. FERRIER—It is perhaps useless for me to say anything more, as the honorable gentleman will not believe what I say,

—(Hon. Mr. SIMPSON—Hear, hear)—but all I can state is, that a premium was offered for the lease of the line, but the company determined to take possession of it.

HON. MR. SIMPSON—But the real question is, what was the cost of original construction, the interest on that amount, and the cost of maintenance ? Take these charges into account, and it would require a pretty large rental to cover them, much larger, I think, than any responsible person would offer for a lease of the line. As to the Intercolonial Railway, we have no information from the government respecting the route to be followed or the length or cost of the road ; but from figures I have been able to obtain, the following may be taken to be nearly correct :—

	Miles built.	To be built.
From Halifax to Truro	65	..
.. Truro to Shediac	90
.. Shediac to St. John	108	..
.. St. John to St. Andrews (under contract)	75
.. St. Andrews to Woodstock ..	50	..
.. Woodstock to Rivier du Loup	160
	223	325

The total length of road from Rivière du Loup is 548 miles ; add from Rivière du Loup to Quebec, 120 miles ; Quebec to Montreal, 170 miles ; Montreal to Toronto, about 330 miles ; so that we have a total of 1,168 miles over which it is gravely proposed to send flour and other heavy produce during the winter months. (Hear, hear.) As has been already stated, before a barrel of flour could reach Halifax from Toronto, it would be nearly eaten up in expenses. [An honorable member—There would be nothing left but the hoops. (Laughter).] It has been urged that under Confederation an active trade would spring up between Canada and the Maritime Provinces. A trade in what ? What have we to send them excepting flour and the coarser grains ? The former, as has been shown, cannot be sent, and the latter they do not require. The principal articles of export from the Lower Provinces are fish, timber and ships. We can take a moderate quantity of fish ; but our forests supply us with an abundance of timber, and the ship yards of Quebec turn out some of the finest sailing ships in the world. The true markets for the principal staples of export for these provinces are New York and Boston. Small vessels from