

now read the second time, but that it be read the second time this day six months.

HON. MR. KAULBACH—I am very much surprised, not only at the matter but the manner of the speech of the hon. gentleman from Richmond, in endeavoring to arouse local prejudices in order to defeat the Government on this measure. He said it was only a petty rivalry between Halifax and St. John that was at the bottom of this measure; yet he endeavors to array Province against Province in order to defeat it. He asks the members from Quebec to rise and oppose this Bill because the Intercolonial Railway will, in a certain degree, lose the position it now has from the competition of the Short Line. The time for my hon. friend to have urged those reasons in opposition to this scheme was when the proposed subsidy of \$250,000 was before Parliament. The country is pledged to this road, the Government is pledged for that amount of money, and I understand from what the leader of this House has said, that the road is not going to cost the country one cent to complete that portion of it. The leader of the Government has shown, that of the \$250,000 pledged by Parliament to construct this work \$63,400 remain unexpended. The hon. gentleman from Richmond seems to doubt the authenticity and reliability of the facts submitted to the House; yet he cannot gainsay them. There has been a survey and a location of the line. We must presume it has been correctly made, and when he asks us to disregard that report and that survey, he has not sufficient authority for doing so. We have been told by the leader of the Government that the road can be built for \$16,000 a mile, and the interest on the \$63,400 will be just equal to what we would be giving this company for twenty years; then, after that, they get a subsidy of \$10,000 additional, to make up for any difference there may be between the present estimate and what the road will actually cost. The faith of the Government is pledged to the building of this road. When the country was pledged to expend the large amount of money necessary for the construction of the Intercolonial, what was said in Nova Scotia and New Brunswick? We were told that the country

was pledged to it, and the feeling everywhere was that it should be built. In the same way the country is pledged to the building of this short line, not because of any local interest in it, but because of its general advantage to the country. The hon. gentleman has got a railway down in Cape Breton, built by the Government, and if he compares the benefit of that railway to his Province to the benefit that will accrue to the whole of Canada from the building of the Short Line he will see that as a public work it will be of vastly more importance to Canada. He has quoted the *Chronicle* as having denounced this scheme, but we all know that the *Chronicle* never loses an opportunity to condemn any scheme proposed by the Government, and no reliance can be placed on the statements of that paper. In 1885 it was announced to Parliament by the Government that this road was to be built, and should be built; and why the Atlantic and North-West Company did not build it under the subsidy they were receiving I am at a loss to know. My hon. friend says that even if the Short Line were completed it will only make a difference of fifteen or twenty minutes in time as compared with the other route. The hon. gentleman knows very well, however, that we have not yet arrived at such perfection in railroading that trains can be run at the rate of seventy miles an hour, and he is so far astray in his calculation on this point we must take everything else he says with the same discount. We have gone to a large expenditure to establish fast lines of steamers on the Atlantic and rapid transit across the continent, and when we, in the Maritime Provinces, committed ourselves to this large expenditure of money, we were led to believe that this Short Line would be constructed. It was never intended that the through route should follow the Intercolonial Railway. It was always understood that the Intercolonial Railway should be a Government road, but it never was intended to be the short line between the Atlantic and the Pacific, or the direct route for communication between Europe and Asia. I am surprised that my hon. friend from Richmond should take such a local view of this matter, and I do not know why he does it unless it is because of his prejudice against

HON. MR. MILLER.