

Mr. DAVIES (P.E.I.) Will the hon. gentleman tell us what has become of the great winter port of Canada, Louisburg? I was educated here into the belief that it was to be our great winter port. Sir Charles Tupper used to tell us that it was to be one of the *termini*—Port Moody or Vancouver was to be the terminus on one side of the continent and Louisburg on the other; and all the lines we have been voting money for during the past few years were to lead up to that harbor. Now it is abandoned, and there is nothing there but a little narrow gauge road from Sydney to Louisburg. Are we to unlearn all we have learned in the past few years about this winter port?

Sir JOHN A. MACDONALD. I think Louisburg will vindicate its own character and reputation, if it is to be the great port which I believe it will be. The winter port at present is Sydney. There is an old road, I believe, between Sydney and Louisburg. I have very little doubt about the great start Cape Breton will take and the impetus to trade which will be given by the building of these roads there, and that Louisburg will vindicate itself, and that more than the anticipations held out by Sir Charles Tupper will be fulfilled.

Sir RICHARD CARTWRIGHT. More than Sir Charles' expectations? Good gracious!

Oxford and New Glasgow Railway—construction. \$300,000

Mr. FOSTER. This is to complete.

Mr. KIRK. When the Government asked Parliament to vote a sum of money to build this road, it was said to be in the interest of all eastern Nova Scotia and Prince Edward Island. It was said that it would shorten the distance for eastern Nova Scotia and Prince Edward Island by 45 miles; but it turns out now, after the road has been built, that it does not shorten the distance one mile. We were told also that it was only going to cost \$1,250,000 to build and equip this road; but we find that it has already cost \$1,150,412, and we are now asked to vote \$300,000 more. When this road was proposed, we who represented counties east of Pictou declaimed the idea of having charged to our counties an expenditure of something like \$2,000,000, which we knew to be in the interest of the county of Pictou and the other two counties, Cumberland and Colchester, through which it alone passed; but Sir Charles Tupper, who was in the House at that time, convinced it that the road was not in the interest of Pictou alone, but in the interest of all eastern Nova Scotia and Prince Edward Island. He pointed out that the Intercolonial Railway formed two sides of a triangle, and that this road was to be the third side. He said:

"I can best illustrate to the House the position if I say that that corner of the chamber is New Glasgow, that corner is Oxford Junction, on the Intercolonial Railway, and that corner is Truro. At present the people of the whole of the eastern portion of Nova Scotia, the whole of the great county of Pictou, the county of Guysboro', the county of Antigonish, and the whole island of Cape Breton in addition, have, in order to reach Moncton in New Brunswick, to travel to Truro; and this intersection, taking the hypotenuse of seventy-five miles—that the construction of the road which I proposed to this Parliament to secure shortens the distance between the whole of that great portion of Nova Scotia and the rest of Canada by no less than from forty to forty-five miles, for every pound of freight and every passenger, that is carried. But that is not all, Sir. It brings the Pictou coal fields into communication with Canada, and gives them in distance an advantage of forty-five miles over that they now enjoy, in competing with the Springhill coal fields, which at present monopolise, to a great extent, the supply of the Intercolonial Railway and of these upper Provinces. I say, Sir, if there ever was a case presented to Parliament in which the interests—not of a section or of a small portion of the country, but the interests of the whole of this country—were involved, it was in that proposal to aid in the construction of those seventy-five miles of railway."

It was to make the distance from Moncton to New Glasgow 45 miles shorter, but it turns out, since the road has been built, that, according to the statement of the First Minister himself, and according to the Intercolonial Railway time table, that both roads are exactly the same length. The

right hon. the First Minister, in answer to my question stated that the road from Oxford Junction to Pictou branch was 72 miles. He stated also that the Pictou branch was 15 miles. It is 15 miles from Pictou to Stellarton and three miles from Stellarton to New Glasgow. Now, the Short Line Railway does not tap the Pictou branch at Pictou, but about 14 miles from Stellarton; therefore, if you take 72 miles, the distance given by the First Minister, and 14 miles to Stellarton, and 3 miles to New Glasgow, you have 89 miles instead of 75. Then, the distance on the Intercolonial Railway from Oxford Junction to Truro is 46 miles, according to the time table. From Truro to New Glasgow is 43 miles, making 89 miles, so that the two roads are exactly the same length. How then is the hon. gentleman going to benefit Prince Edward Island or the great counties of Antigonish and Guysborough and all the eastern counties in Cape Breton, when all he has done is simply to spend money to accommodate the local interests of Cumberland, Colchester and Pictou. I claim that the Government have obtained a vote from Parliament by making false representations, and there ought, at least, to be some explanation. The money voted by Parliament was obtained on the representation that the road would shorten the distance, which it has not done.

Mr. JONES (Halifax). I would like to ask the hon. Minister in what position the claim of the old company stands for the Oxford and New Glasgow road. When we discussed that question last night, the hon. gentleman in reply to the enquiry of the hon. member for Guysborough, said that so much money had been paid on the old account, but I suppose that was for the payment of laborers which we voted some time ago.

Sir JOHN A. MACDONALD. I presume so.

Mr. JONES (Halifax). Has there been any settlement between the Government and the company?

Sir JOHN A. MACDONALD. That is before the courts now.

Mr. JONES (Halifax). Has any payment been made?

Sir JOHN A. MACDONALD. No.

Sir RICHARD CARTWRIGHT. I would just ask the hon. gentleman if he contradicts the statement made by my hon. friend that we were promised 45 miles shorter road, and as a matter of fact we have not gained a mile?

Sir JOHN A. MACDONALD. I neither admit nor deny it.

Sir RICHARD CARTWRIGHT. It is either true or false. I know the hon. gentleman is not familiar with these matters, but a serious imposition has been practiced on the House in getting us to vote this money.

Sir JOHN A. MACDONALD. We will enquire into that.

Sir RICHARD CARTWRIGHT. Surely the hon. gentleman knows that?

Sir JOHN A. MACDONALD. Indeed, I do not.

Sir RICHARD CARTWRIGHT. The hon. gentleman might be expected, as acting Minister of Railways, to know that.

Sir JOHN A. MACDONALD. I have only been acting for a short time, under the circumstances the hon. gentleman knows.

Sir RICHARD CARTWRIGHT. There is a gentleman here who can explain the matter, and he must know that simple fact.

Sir JOHN A. MACDONALD. It is 26 miles shorter by Pictou than by the Intercolonial Railway.