

any future time. I think, therefore, that the Local Government did the only thing which could reasonably be expected of them; but it appears to me that the Dominion Government should have handed over the Pictou branch, accepted a fair amount of rolling stock from the Local Government, and allowed them to frame a reasonable tariff. I may mention that the Dominion Government have allowed the Pacific Railway Company—if my information is correct—to charge ten times as much for the carriage of coal as they were willing to allow the Government of Nova Scotia to charge. This is another instance of the inequitable and unfair holding of the scales between the East and West which I cannot understand. If the Dominion Government did not care to hand over the Pictou Branch, and to make what I look upon as being a fair and reasonable arrangement with the Local Government of Nova Scotia, and decided to own the roads themselves, it would have been only fair to have repaid the Government of Nova Scotia the sum of \$600,000, or thereabouts, which that Government had expended on the extension. If they had dealt with them in that way, they would have treated the Nova Scotia Government somewhat as they are treating British Columbia in connection with the Graving Dock, the Government having agreed to pay British Columbia \$250,000, which the Local Government had expended on the Graving Dock; and I think they should have treated the Government of Nova Scotia in the same way, and repaid them the \$600,000 which had been expended by them on that road. The House will see the position in which things would have been then. If the Local Government had got that \$600,000, they would have been in a position, and it was their intention I understand, to have aided in extending the railway through the island of Cape Breton; but they cannot do that now, not having the money. If, on the other hand, the Dominion Government had dealt liberally with the Local Government, and that Government had been able to retain the Pictou Branch railway, and the Eastern Extension, they would in all probability have been able to make arrangements with some company, by which they could have secured the extension of the road into Cape Breton; but

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the Dominion Government had a giant's strength, and they used it like a giant: the Local Government are now powerless to do anything in the way of aiding in the extension of the railway into the island of Cape Breton; and the responsibility rests with the Dominion Government. I presume that the Government of the Dominion propose to extend the road into Cape Breton; and I trust that they will not transfer the road, as it has been said they propose to do, to some company. Our experience of company roads in Nova Scotia has not been satisfactory: the rates will be higher, and the business will be much less, in the hands of the company than in the hands of the Dominion Government.

The thirteenth paragraph speaks of the largely increased volume of traffic on the Intercolonial Railway over that of any previous year. I am sure that we are all pleased to know that the business of the road is increasing, and I shall only remark, in connection with that, that the business of the Intercolonial must be limited until it gets direct connection with the city of Montreal. There is a very great delay, and some unnecessary expense, now in carrying freight and passengers from Point Lévis and Chaudière Junction to Montreal; and I think it will be necessary to take some steps, at an early day, to secure the extension of the road to Montreal. This matter has been agitated to a very considerable degree in the lower provinces, and to a certain extent in the Province of Quebec; and the people of both political parties seem to be quite unanimous in thinking that the Dominion Government should take steps to make that extension.

HON. MR. McDONALD moved the adjournment of the debate.

The motion was agreed to.

The Senate adjourned at 5:50 p.m.

THE SENATE.

Ottawa, Tuesday, January 22nd, 1884.

THE SPEAKER took the Chair at Three o'clock.

Prayers and routine proceedings.