

carrying out the agreement entered into by the present Minister of Justice? I give the Minister of Justice credit for having insisted on their making themselves liable for the payment of this amount, but they have never paid a dollar of it; they have never paid anything they agreed to pay. They borrowed money, and they have not paid interest on it, not even the small amount for which they were liable to the counties for land damages. And yet the member for Yarmouth asks the Dominion Government to step in and occupy a position which I contend they have no right to occupy, that is, to insist upon certain rights, which, if they had any in the western road, are fully protected. In fact, the company which proposes to build the road is made up of the president and another prominent Yarmouth gentleman, besides some four or five in Halifax, who are directors or incorporators of this very company. I do not see why the hon. member should make these charges against this company. I venture to say that Mr. McLean, of Halifax, and Mr. Fuller, of Halifax, and Mr. Burns, of Halifax, and Mr. Esson, of Halifax, and a number of other responsible men who are connected with this company whom I could name, are as responsible men as we have in Nova Scotia. Mr. Baker, of Yarmouth, the president at that time of the Western Counties Railway, and Jacob Bingory, of Yarmouth, two of the leading men of that town and amongst the most respectable and honorable men of Yarmouth—surely my hon. friend does not want to cast reflections upon them? Mr. Jacob Bingory was one of his own supporters, and I fancy was a good friend to him at the time of the last election. My hon. friend has referred to the amount that is due the county of Yarmouth, for the \$100,000 stock they took in this railway. Let me tell him that the county of Yarmouth is fully protected; in fact, their position is improved. They loaned their stock in the new road, and it will be worth more in the new company than it was in the old. Besides that, the Yarmouth people never took stock in that road with a view of getting their money back again, but with the object of encouraging the company to build a road, because they expected to benefit by having the terminus at Yarmouth. I have letters from Yarmouth informing me that nine out of every ten men are anxious that this railway should go on, that the Dominion Government should give the president of the company every assistance to enable him to go on and build the road, but for some reason which I do not understand the hon. member for Yarmouth opposes it. I know very well that he is not acting in the interest of his own friends in Yarmouth when he proposes to throw obstacles in the way of the completion of this work. I know nothing about the present company. It is enough for me to know that the gentlemen who are associated in this undertaking are men of the highest respectability, and who are quite able to finish the link themselves without asking a dollar from anybody. I think the hon. gentleman might allow a company of that kind to go on and build a work so necessary to his own county, to the western part of Nova Scotia, and, in fact, to the interests of Nova Scotia as a whole. I cannot understand the action of the hon. member. I am surprised at the course he has taken to-day, and I am sure it will not result either to his credit as a member representing Yarmouth nor to the interests of his county.

**Mr. McDOUGALL.** The hon. member for Digby (Mr. Vail) fails to understand what connection the Dominion Government has with the legislation of Nova Scotia with regard to the Western Counties Railway. The connection is this: That the Local Government has sought the co-operation of the Dominion Government in this scheme, and if this scheme is not in the interests of the people, I hold it should not be sanctioned either by this Government or by the Legislature of Nova Scotia. There are some reasons in

**Mr. VAIL.**

addition to those which have been brought forward by the hon. member for Yarmouth, why this measure does not meet the approval of the people of Nova Scotia. It does not contain equitable provisions for the completion of that line of railway. I think the Bill is not generally known in Nova Scotia, but only to the supporters of the Local Government in this House. The members supporting the Dominion Government have not been favorable to the Bill. I had a few hours perusal of the Bill on Saturday, and an examination of it convinces me that it is a measure which should not be entertained by the Government of Canada. In the first place it imposes on Nova Scotia a liability of \$100,000 a year (after allowing for deposit) on the security of the net earnings of the line. The company in addition to that demands the free ownership of the Windsor branch, which cost about \$1,500,000, also the Dominion subsidy of \$61,000. The Western Counties Railway is to be handed over for not more than \$120,000 out of funds raised on the guarantee of Nova Scotia—a railway which cost Yarmouth and the local and foreign investors over a million dollars. The guarantee should realise for the company at least two millions, or two millions and a half, over and above the deposit which has been placed with the Government as security for the guarantee. The company do not require to pay a dollar of their own means. And after all this large outlay, what is the company to do for these concessions, and this burden of \$100,000, possibly for twenty years to fall on Nova Scotia, whose resources are already taxed to their utmost? What does that company propose to accomplish? It is only bound to build the Digby gap, eighteen miles of railway, and equip the line; there is no further obligation for all this vast expenditure of money. The company is not required to build some four other branches which are allowed. There is a provision made to complete the Nictaux line—only to lease or acquire it, at the option of the company. These I think are enormous concessions for such meagre results. I do not say that the provisions are not ample to complete the line, if they were equitable. It would be idle to say that such enormous subsidies should not complete eighteen miles of railway, but in view of the representations made by the hon. member for Yarmouth and the equities involved in the case, and the heavy liabilities that it is proposed to impose on the Province of Nova Scotia to secure such meagre results, I think it is the duty of the Government to look very closely into this matter and to deal equitably with the company, and if the measure should fail in the accomplishment of the railway this year, the Dominion Government may deal with the Western Counties Railway hereafter in such a way as that the missing link may be completed.

**Sir HECTOR LANGEVIN.** I wish to state in answer to some questions of the leader of the Opposition, who I see is not in the House, that the amount of subsidies granted by Parliament was \$5,587,500; the amount paid out of them was \$1,130,331; balance unpaid on roads under contract, \$2,847,668; unpaid on roads not yet under contract, \$1,609,700, leaving a balance unpaid of \$4,457,368. In this sum the vote for the Chignecto Railway is not included, nor the subsidy to the Gravenhurst Road, nor that of the St. John Bridge in Nova Scotia.

**Mr. PATERSON (Brant).** Do I understand that the sum unpaid on roads already commenced is \$2,847,000? Those amounts will be used on the roads that are under construction?

**Sir HECTOR LANGEVIN.** Most likely.

**Mr. PATERSON (Brant).** And we are liable for the \$1,130,000 already paid, and the \$2,847,000 unpaid on roads that are commenced?

**Sir HECTOR LANGEVIN.** Yes.