

friend's County of Restigouche only increased less than 15 per cent in the last decennial period, while Carleton on the other side increased nearly 80; that large numbers of families are leaving his County, while they are continually flowing into Carleton and the country through which the Central Line will run. I am not to blame because the land through the north after you leave Restigouche is superior to that lying along the Central (Mr. Johnson, you never were in the north) I have been in Northumberland. I am not giving my opinion, my authority is Professor Johnson—who has appended a geological map of the entire country to his book, and much of that in the north is inferior to our second quality of land. Refer to the census and you will see how, not only in population has the relative increase been so much greater, but in all agricultural and other productions, and in everything that gives evidence of a progressive people. Major Robinson's estimate of the cost has been referred to. He never made any reliable estimation by measurement and fair arithmetical computation, or by a computation of the actual cost of work to be done and the materials required. In order to fix an amount per mile, he averaged the cost of the Massachusetts roads, which was 7,980 pounds sterling per mile, but he says the iron cost seven pounds sterling more per ton than in England, where that for the Intercolonial would be purchased, and he made his estimate 7,874 pounds sterling. The different roads in Massachusetts cannot compare with the road Fleming proposed to build, because he intended to elevate it through its whole length by an embankment to avoid the snow which would add 400 pounds sterling per mile, besides other extra and expensive work to make a first-class road. He also states the average cost of the Grand Trunk from Montreal to Portland at 5,089 pounds sterling per mile, while it actually cost over 8,000 pounds sterling. He says the Massachusetts climate is similar to that of Halifax and Quebec, while in truth it is much milder. Fleming's estimates appear to be very high, but whatever they are his principle must be applied to the North as well as the Central, and when all the bridges required on the North are included, it will turn out to be rather an expensive affair. Fleming made allowance for curves not included in Major Robinson's estimate. If the centre line is selected it can be built within the three millions sterling; the way the road is spoken of here does not commend itself to my mind, many persons seem to think it necessary to

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squander some millions on this work more than I think is required. I am a little alarmed at the feeling, I think, I notice in regard to the work; there appears to be an idea pervading men's mind that a very large sum is to be expended and a great many persons are in some way to get well paid out of it. It is true that the interest on three millions will be lessened by the guarantee, but the principal money to be paid is all the same, and if from political folly, or bad management, it cost more, the additional debt will pay the full rate of interest. As the debt increases, the burden of the interest will increase, and taxation in proportion. In my opinion, we should economize where we can to avoid the demand for new taxes, and get rid of some of the old ones if possible. I have said nothing as to the mode proposed of constructing the work: I hope before it is too late, that the attention of the House, and the public opinion of the Dominion, will be turned to this subject. The most commanding question we have to deal with and the most dangerous, being a great money power. I hope that the Government will not be led away by extravagant and visionary engineers, at the expense of the tax payers of Canada. The road building from Saint John to Maine is a gauge of five feet six inches, and to be a first class road, forming part of the European and North American, the great highway of the nation, to connect with the American and Canadian roads. It has been let to a contractor, who engages to construct without rolling stock or stations, ready for the locomotive, for \$22,000 per mile, including land damages and engineering; he has sub-let the whole at a considerable profit to a number of solvent parties, who each expect to make money, and are carrying on the work rapidly. The first thirty-five miles of the line are very heavy, and the whole line cannot differ much from the Central, but suppose that it does add \$3,000 per mile, to include the embankments, making \$25,000 per mile in all. The land damages are about the same on both. Six thousand dollars more should be enough for rolling stock and stations. I have had no time to think of the method in which it is proposed to do the work; I had supposed that it could be done by the Board of Works, and I have heard nothing to prove the contrary; perhaps the mode proposed is the best, but if we are to have 18 expensive departments, and some of them with apparently little to do, and when any real work is to be done, instead of remitting it to the proper department, create a new one, with extensive and