

if they do not take it the bridge will be valueless and the Government will lose the \$300,000. The company say that the only way to make it a paying speculation is to make it a crossing point for the Short Line railway. In fact, one of the tenders offered for the construction of this road, the tender at \$16,000 a mile, has been from that very company, and the proposition is to connect with their bridge; and I can only say this, that they can afford to take the contract for the construction of that road at \$16,000 a mile if they possess and can exercise the same influence with the Government subsequently in making their contract more favorable than they have exercised in regard to that bridge. If they have had the influence to get such terms from the Government in regard to their bridge I have no doubt that they can get terms just as favorable if they get stuck in the construction of the road for a sum for which competent people say it cannot be constructed. But if the Government do not accept the Fredericton bridge they will have to build another at far greater expense further down the river. Then, with the loan of the money, \$300,000 advanced on the existing bridge added to the new one, the bridging of the river by this missing link will cost the country in the vicinity of \$1,000,000.

HON. MR. POWER—That is want of confidence in the Government.

HON. MR. MILLER—What is the real cause of the agitation for this road? It is admitted that the line, as completed to Mattawamkeag, with the use of existing New Brunswick lines, affords a complete connection with the Canadian Pacific Railway. It may or may not be true that the contemplated line would be a few miles shorter to Halifax than the existing line, but the great trouble is due to the rivalry between Halifax and St. John. The agitation has arisen in the city of Halifax in consequence of that rivalry. The two cities have been rivals and jealous of each other, time out of mind, and Halifax does not wish its trade and passengers to pass through St. John, and has had influence with the Government to secure the construction of this road at such an enormous cost to the country, to avoid that sentimental and silly grievance. All I

can say is, I am surprised at the influence that Halifax does wield with the Government—not only with this Government, but in fact with the Mackenzie Government also, when it was in power. They get and have got everything they wanted, and the Government seem to think, and the people of Halifax think also that Halifax is the whole of Nova Scotia. If this large amount of money is expended for the completion of this road only a few miles will be saved in the distance from Montreal to Halifax, and the expenditure will be charged to the whole of Nova Scotia. The whole Province will have to take the responsibility, and we have had too often to take the responsibility of large and useless expenditures for the city of Halifax, as if it were a favor to the whole Province. This, I say, will be one of the cases in which the expenditure will be charged to all Nova Scotia: the Province will be considered to have got this money from the Government, and all through Halifax importunities. I repudiate, on behalf of the part of Nova Scotia from which I come, any such opinion being entertained. Notwithstanding that the Island of Cape Breton is one of the oldest settled portions of the Dominion, and for the extent of its territory the most resourceful part of Canada, with its invaluable fisheries, its magnificent harbors, its inexhaustible mines of coal and other minerals—there is not a portion of the Dominion that our neighbors covet so much as the Island of Cape Breton—it was only the other day, after twenty-five years of agitation, that we succeeded in getting a single mile of railway in that noble island, which is destined to become one of the most important parts of the Dominion at no distant period. But here, *presto*, at once double the amount can be expended at the request of the city of Halifax for a useless railway—not only a railway that will be of no practical benefit to Halifax itself, but the operation of which will lessen the paying capacity of the Intercolonial Railway, on which we have already expended an enormous amount of money. It will be a competing line, to a large extent, with the Intercolonial Railway. Not only would the road be of little advantage, but it would tend to destroy the paying capacity of the Intercolonial Railway, and I would not be

HON. MR. MILLER.