

rived from railway extension, as a means of bringing the people into closer communication with each other, and of liberalizing their minds by intercourse with the people of other countries.

Mr. LONGLEY said that at that hour of the evening, and at that late period of the session, he supposed gentlemen would prefer going to their homes rather than listen to anything he might have to say; but he felt that he would not be doing justice to his own feelings and to the position he occupied, if he failed to make a few observations upon the subject under discussion. The desirability of extending railway communication east and west had always been admitted, and it was only a question of time as to when it should be undertaken. He had turned his attention to the subject, and he was prepared to show that the country was in a better position at present to undertake railway extension to both the New Brunswick border and Annapolis, than she was in 1855, when the railway system was inaugurated. At that time the *entire* revenue did not exceed £130,000, while last year it was £330,000. If any gentleman would take the trouble to make the calculation, he would see that we are in a better position to pay the interest upon the cost of the whole undertaking contemplated by the resolution before the house, than we were to pay £60,000 a year in 1855. He had the figures before him, the accuracy of which could not be disputed, and to which he would shortly refer. He estimated the revenue in 1855 to have been £130,000, and the amount of railway debt then incurred at £60,000 a year. Now it did not require much argument to prove that we could better afford to pay £150,000 with our present revenue, than £60,000 with the revenue of 1855.

What would be the amount of our liability after the whole works had been constructed? He put down the cost of the Pictou extension at £30,000 a year; the extension to the borders of New Brunswick as £30,000 more; the road to Annapolis at £22,000—£142,000 a year in all, including £60,000 which we now pay, or £11,000 a year less in proportion as compared by the burden borne by the revenue of 1855.

There were various other considerations that should not be lost sight of in the discussion of this question. There were various incidental advantages which the country derived from the construction of railroads which could not be estimated in figures—such as the stimulus given to trade, and the development of our resources induced by the increased facilities those works afforded. But without referring more particularly to these at present, he would endeavor to show how the amount of annual interest the Province would have to pay was going to be gradually reduced by the earnings of the road.

He estimated the nett revenue of the road this year at £12,000, that deducted from the whole liability would leave £130,000 annual interest to be paid. When the Pictou line was opened, of course the paying qualities of the road between Truro and Halifax would be proportionately increased, and he thought that he would be safe in putting that down at 2 per cent. in addition to present receipts, or £12,000 more, reducing interest to £118,000. Then he assumed that the tenth section of the Pictou line—between Fisher's Grant and the coal fields would not be in operation a single year without paying working expenses and 6 per

cent. interest besides. That reduces the entire amount of interest to £112,000 a year. He calculated that when the entire lines were completed, at the expiration of five years, they would pay at least three per cent. over and above working expenses. These calculations have reference to construction of the whole by Government. It must not be forgotten that in proportion as the lines were extended so would the traffic increase with very little additional cost. The annual interest will then be reduced in five years after the whole railway system has been completed to £71,000, or only about £10,000 a year more than the present liability.

The hon. member for Halifax alluded to the indirect advantages which a country derives from railroads. He (Mr. L.) had taken pains to make some calculations on that point, and he thought that they would be borne out by the facts.

The net receipts from the railroads last year amounted to nearly £9,000. He would pause for a moment, to contrast the position of railway matters in New Brunswick with these of this country. That Province, with a population much less than ours, owes about a million of dollars more than we do; and then it should not be forgotten that her tariff is 15½ per cent., while ours is only 10—being a difference of more than 50 per cent. The receipts from their road, he regretted to say, had fallen off this year; while our passenger traffic had increased 13,000, with corresponding receipts in traffic department; and there was every reason to anticipate a larger revenue this year, from the increased mining operations in Cape Breton and other parts of the Province. He would turn for a moment to some calculations he had made, based upon the working of the road in 1863, and he thought that they would bear the strictest scrutiny. He found in that year that 110,137 persons had been carried over the road, and most of these from extreme points, so that he would be safe in putting down the time and cost of travel saved to these persons at a dollar a head;

That would amount to	\$110,137
There was carried over the road 56,471 tons of freight, saving per ton, \$2,	112,942
9,640 horses, at a saving of \$1 each,	9,640
5,462 head of horned cattle, at a saving of \$1.50 each,	8,193
19,970 sheep and lambs, at a saving of 20 cents each,	3,994
2,309 calves and pigs, at a saving of 30 cents each.	0,692
	\$245,598

Gain by rendering valuable what would be otherwise useless, 40,000

£71,399, or \$285,598

Making the indirect gain of £10,000 more than the interest now paid.

In making these statements he knew that he should be met by his opponents with the taunt that all this was very different from the views and opinions he formerly held. He was prepared to admit that his views on this subject had undergone some change. He thought then that it was a serious undertaking to pledge the revenues of the Province to the extent of £60,000 a year; but now, as we had become involved in these great public works, it was to the interests of the people to go on steadily increasing them east and west, until the system had become perfected and placed in a position