

Continued from first page.

had introduced the resolutions at present under the consideration of the House. It doubtfully proved that he must have bestowed a great deal of time and attention on mastering all the details of the proposed measure, although he was free to admit that he was somewhat at surprised at the magnitude of the scheme, which was submitted, yet from the consideration of the figures and statistics, so carefully collected and tabulated, the project will not appear to the outside of the means of the colony, provided, but it was wisely and judiciously entered, and built up from year to year, as time and opportunity offered. Wherever railways are established local interests are sure to be promoted. The result of the construction of a line with us must necessarily be the opening up of the interior of the country and the developing of our rich mineral and agricultural resources, thus, in the latter instance, bringing together a large farming class, who would thereby not be subject to those yearly vicissitudes, which attend those who now depend entirely upon the prosecution of our fisheries. It must be remembered too, that at the present time, at the northward a large amount of mineral wealth is locked up, thereby depriving our laboring classes of remunerative employments, in consequence of the absence of communication, during the winter months. These facts go to show that the building of a railroad through the interior of the colony, if it in our means should be undertaken. He would further say that he earnestly hoped that before the initiation of any measure, and before the Committee undertakes to submit a report to the House, that they will give the most careful consideration to all its circumstances and details, in order that they may not place us in the unenviable position of throwing cold water upon any future to construct a Railroad. He did not intend by these observations to oppose the present Resolution, but he was against the initiation of any scheme which was to stop short at a survey. If, after a careful investigation, and exact inquiring into all the details of the measure which the proposed Committee will necessarily bestow they should arrive at the conclusion that the work is practicable, let it be undertaken at once, but let not the country be saddled with the cost of the survey only, if it be not the fixed intention of the Government to prosecute the work to a successful issue. He, [Hon. S. G.] would in conclusion suggest that the Railway Committee have power delegated them to sit, if necessary during the recess; so that all available information may be collected and properly digested the better to secure the compilation, of as comprehensive and as accurate a Report as possible, as a basis for the House to proceed on, and as an aid in the due discussion of the provisions of the Railway Bill when introduced into the Assembly.

Chairman of Board Works—The discussion of the subject before the House had convinced him that, if we cannot boast of the services of many giant politicians, we are not called upon to third the presence of many dwarfs who refused to look at any matter except through the green spectacles of party interests. There has been striking unanimity to-night among hon. members, as regards the principle embraced in the resolutions before the House; which general agreement went far to commend careful consideration of the whole subject. In those days of railroads and telegraphs the question of a railroad for Newfoundland cannot be shelved, nor should its determination be longer delayed. All the world over the snort of the iron horse is being heard with increasing force, and whenever heard its acts is an agent in reducing and to cultivation and increasing population. In the United States the country is being rapidly intersected by rails. Last year, 7300 miles of new rails were laid down; at the present moment there are contracts in the hands of British manufacturers for 9300 miles of rails for new roads; vessels being in ports waiting to load. There is no reason to doubt these statements, which if true, speak in unmistakable language. Americans are a shrewd people, many of their railroads are being run at heavy loss; but the benefit of these roads does not consist in the interest yielded on the capital invested in building, so much as in the wealth created by, and flowing indirectly from, their working. Mr. Gladstone, in a recent magazine article, points to the astonishing increase in the trade of Britain within a given period, and estimates that thirty per cent of this increase is attrib-

utable to telegraphy and railroads. It is only a few years since railroads were started in Nova Scotia. At first it was not contemplated to adventure beyond a road from Halifax to Pictou. To day, however they have railroad connection with New Brunswick and Canada, while their eastern coast is generally intersected by rails. Three years since he (Mr. F.) enjoyed a ride by rail from Halifax to New Glasgow. Being desirous of visiting Antigonish, he had to shift to the outside of an old fashioned coach. Although the team was good one felt ill-used at the change to this four horse power. At Antigonish there was a furere of excitement, because of what was considered unreasonable delay in completing their railroad; so high did the feeling run that representatives resigned their seats in consequence of the ruling policy. The people were wise in their indignation they correctly estimated the loss they were called upon to bear by the frequent delays that kept them without their railroad. Being one of the richest agricultural countries in the Province, they found themselves shut out from markets they formerly largely supplied, because they could not compete with countries having railroad connections; and so it happens that to day we can visit the beautiful country of Antigonish by railroad. Now, sir, it is true that the insolation of our people is one of the drawbacks operating against their advancement, and that the hon. Gentleman for Harbor Grace, Mr. Shea stated the case correctly, when he said that the taxes felt by the operatives of this country, was the long period of enforced idleness they had to bear. The population of this country are not naturally idle; in all his experience he had never heard any class of the people complain of labor; they were on the contrary fond of work, requiring only incentives to enable them to compete with the operatives of any country. But necessity compels them to remain idle for four or five months in the year which entails not only loss of means, but loss of the energy and thriftiness that remunerative employment is sure to beget. Then it will be remembered that there is no diversity of employment—all hands are in the one boat, so that failure means general loss.

To be continued.

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