

these, it would be necessary to refer to every other, to the 91st as well as to these. Therefore, it seems to me that this clause ought to be recast, and that we ought to rest content with the simple declaration that we propose to give to the North-West Territories two representatives in the second Chamber.

Sir JOHN A. MACDONALD. The hon. member for Bothwell (Mr. Mills) was kind enough to mention to me in private, when this Bill was up before, the objection he has made. I think there is value in that objection. I quite agree that particular reference is not required, and perhaps might encumber the Act, and be liable to the inferences which the hon. gentleman says might be drawn from it. The particular clauses of the Bill were put in by the Law Clerk, but I quite agree with the argument of my hon. friend.

Committee rose and reported, and Bill read the third time and passed.

OXFORD TO NEW GLASGOW RAILWAY.

Mr. POPE moved that the House resolve itself into Committee to take into consideration a certain proposed resolution respecting the railway from Oxford to New Glasgow, Nova Scotia.

Mr. BLAKE. The hon. gentleman ought to explain his resolution.

Mr. POPE. The object of the Bill which will be founded on this proposed resolution I will explain. It will be with the recollection of the House that a contract was made with what was called the Short Line Railway Company to build a railway from Oxford to New Glasgow. It did some work for a portion of a year. It finally abandoned its work and its charter expired. The work now remains in that position. Considerable work has been done. I think, if I remember rightly, that the first twenty-two miles are graded, twenty miles more are about two-thirds graded, and there is a little done on another twenty miles, but very little, I think. The men on this road, the laborers and others who had done this work, remained unpaid by the company, but two years ago, or thereabouts, a vote was taken in this House, and a second vote was taken about a year ago, which completed the payment of these laborers. Before this was done these people gave a mortgage to the laborers, or to a portion of them—I forget exactly what the arrangement was—as a lien upon the road, and that remained a lien upon the road. That road was transferred to the Government when the Government paid up the laborers. That is the condition in which this matter now stands. The Government, feeling that this road was going to ruin, that the grading that had been done, and the dump which had been made, were all going to ruin, and also a good deal of the other work, bridges and so forth, felt that they must attempt some way of completing the road. They are now proposing to introduce a Bill based upon these resolutions to give them authority to complete this portion of the road.

Mr. BLAKE. It would be well, as this is now become a Government railway, if the hon. gentleman would give us some statement of what the length of the line is, what the estimated cost is, what the outcome is expected to be, and whether we are to work the road as well as make it, and also as to when this new policy was inaugurated.

Mr. POPE. There is no new policy about it. The new policy is forced upon us, if we are to save the work at all. It is the intention of the Government to work this as a Government railway. The supposed cost of the railway, though we have not a very close estimate yet, and we do not know exactly what remains to be done, is something like \$1,000,000 in addition to the appropriation.

Mr. MILLS.

Mr. BLAKE. That is \$1,250,000 altogether?

Mr. POPE. Yes.

Mr. BLAKE. What is the mileage?

Mr. POPE. Between sixty and seventy miles to build.

Mr. BLAKE. And that is without equipment?

Mr. POPE. No, that is for an equipped road.

Mr. JONES. I understood that, during the recent interesting period in Nova Scotia affairs, there was a purchase made by the Government of a piece of road from one of the railway companies to form part of this line. Is that embraced in this Order in Council, or is that extra?

Mr. POPE. No, this does not embrace that. That was for another purpose. That is part of the Pictou Town Branch. It may form a part of this road, or it may not, but the purchase was made for another purpose.

Sir CHARLES TUPPER. When was it made?

Mr. POPE. Two years ago.

Sir CHARLES TUPPER. Two years ago?

Mr. POPE. No, it was completed a year ago.

Mr. BLAKE. When was this arrangement, which it is now proposed to sanction, made?

Mr. POPE. The Government have, since they were obliged to pay off these men, supposed that in the end they would have to take over the road and complete it.

Mr. BLAKE. At what date was it decided?

Mr. POPE. I should say it was decided some time last summer, but I cannot say positively.

Mr. JONES. I am not going to oppose this proposal, but this seems to have been made under a Minute of Council of the 31st January in this year.

Mr. BLAKE. Hear, hear. That is not summer.

Mr. JONES. One would suppose, naturally, that this is carrying out the Minute of Council which is dated the 31st January of the present year, and, during the course of the debate the other evening, when I drew attention to that fact, I was reminded by the hon. member for Pictou (Mr. Tupper) that it was only done in pursuance of the policy of the Government at a previous period.

Mr. TUPPER (Pictou). Hear, hear.

Mr. JONES. I reminded him then that the only legislation on the Statute-book was in the shape of a subsidy which had been granted to that Short Line Company, and that, in consequence of their inability to complete their work, the work had in fact, as is now stated by the hon. the Minister of Railways, entirely collapsed; and it would seem that it was only in view of the elections which were coming on that an Order in Council was issued on the 31st January, only twenty-two days before the election. I am not taking exception to this expenditure at all, but I repeat that it does seem a very fortunate circumstance that these hon. gentlemen, after four or five years, were only brought to a sense of their responsibility to carry on this work a fortnight before the elections came off. I congratulate the Government on having arrived at such a proper conclusion, although at such a late hour, and although the circumstances under which it was arrived at might be regarded with some sort of suspicion. Still, the completion of the road is a very desirable work, no doubt, and I hope it will go on now, as it will be of very great advantage to that part of the country.

Mr. POPE. I thought my hon. friend looked very much pleased about something, but I did not know what it was. I now understand it. But he is very much mistaken. We had decided early last summer that we would complete this