

sor line. Without the assistance, the company would not have been able to do what it is doing—prosecuting the work of western extension with vigor and success. He believed they could get their railway extended from New Glasgow to Canada so, if they had the road between the Junction at Truro and New Glasgow. He was happy to say efforts were being made to secure that bonus to Nova Scotia, to promote eastern extension. He thought they had a right to it. They had as much right to ask, in connection with the construction of an inter-oceanic railway, that they should not shut up the eastern end at Truro or New Glasgow, as had the people of British Columbia to ask that the western end should not be stopped 100 miles from the best ocean outlet on the Pacific side. He had spoken at this length, because very anxious that the impression which the speech of the hon. mover was calculated to make, should not go to the country. (Hear, hear.)

Hon. Mr. DICKEY desired to make some explanations. He had stated that while he was, and had always been a strong advocate of private railways as against Government, the Nova Scotia Government, years ago, had set their faces against building railways, and had stated also, with a great deal of frankness, that very many people in Nova Scotia believed that, had the Government not undertaken the railways, it would have been many years before they would have been built. Mr. Dickey then explained the circumstances connected with the failure of the private companies to build the Maritime Province roads. When Messrs. Peto, Jackson and Co., wanted to proceed with the Nova Scotia lines, the Government of Mr. Howe refused permission, and when they yielded afterwards, to the pressure of the Opposition, led by Judge Johnson, the Russian war broke out and prevented their raising the money, upon which the contractors backed out. The contract as to New Brunswick was likewise abandoned because, on reaching its eastern border, the roads could not have been run into and through Nova Scotia. He had stated that the Government of Nova Scotia had stepped in and crushed out the Company, and on a subsequent occasion they prevented it from building the roads. They might have a similar chapter to write about this great Pacific Railway, which had first been in the hands of a company, but was now in the hands of the Government. Whatever might be the fate of it he hoped that his hon. friend's explanations, after his own statements, would show this House

that this matter had not been put by the mover of the resolution fairly before the House, and that a wrong impression, doubtless unintentionally, had been made on the House. He trusted the House would see that when construction and working expenses were mixed together, the matter was not properly put before the country. He was quite sure the hon. gentleman would be willing to acknowledge, after a full consideration of all the facts, that the Confederation did not get such a bad bargain, when this little Province of Nova Scotia, railways included, entered the Union (Hear, hear)

Hon. Mr. McLELAN said he was happy that the hon. member for Richmond (Mr. Miller) had made the explanations just heard. The charge of a deficit of \$900,000 sounded very strong, and would have created an effect, if it had been correct. The figures given by that hon. gentleman, were about the real result. He did not turn to the figures on this occasion, for the reason that the result of the working of the last year or two was no guide for the future. It had been correctly shown that the connection between the two sections of the Intercolonial was not made till the fall of 1872. His honourable friend had also shown from the returns that the portion of the road in New Brunswick earned a profit of some \$10,000, while that in Nova Scotia was worked at a loss of only \$48,000, leaving for the two sections a loss of some \$38,000 after the connection was made. As truly asserted by the member for Richmond, the result at the end of the year in which the two sections were connected was an expenditure of some \$300,000. The honourable member for Cumberland (Mr. Dickey) had given some explanation of the cause of the difference between expenditure and incomes in the exceptional circumstances of that winter. It should be borne in mind, also, that the road was not finished. When the road was opened a considerable portion was unballasted, and there were no snow fences or snow sheds. The extraordinary winter of last year had stopped the trade for days and weeks, occasioning enormous expense to get the trains through. But those defects had been remedied as the road was finished. During the whole of last winter over the 300 miles of road, there had not been greater delays than a few hours at the worst time. True, the New Brunswick and Nova Scotia portions were worked at a small loss, but when the traffic of one section was carried over the other a large increase of expenditure became necessary