

all apparent that the construction of these railways was to impose burthens we could not bear, I would hesitate before adopting the resolution. No man in this country, however, can deny that, if we are able to obtain the connection with St. John, and with the railway system of the continent, we shall gain vast commercial advantages. The increase in trade will soon counterbalance any additional burthens that we may impose upon ourselves. Railways make trade wherever they pass, and no one can doubt that a road to the fertile counties of King's and Annapolis would be not only a great boon to the people of the west, but create an ultimately remunerative traffic. In due time a trade would accumulate that would repay handsomely the Province for the expenditure it might incur.

THURSDAY, APRIL 20.

MR. TOBIN said that for the last few years so much had been said upon the question of Railroads, it was impossible to bring forward anything new on the subject. There were a great many things in the speech of the hon. leader of the opposition, to which he would have liked to refer; but as he perceived that he was not in his place, he should refrain from doing so. If the present position of this country were contrasted with the condition of affairs a few years ago, it would be found that from some cause or other, whether from the construction of railroads or the spirit of commercial enterprise, or the gradual expansion of trade, the Revenue had swelled to an extent beyond the expectation of the most sanguine. He had taken the trouble a year ago, when it was proposed to extend the railroad to Pictou, to look into the question, and to contrast the state of our Revenue then with what it was before the railway system was inaugurated, and what did he find?

(The hon. gentleman here said that he had mislaid the memorandum of figures he had prepared; but speaking from memory) the Revenue, which in 1851 amounted to £102,632, had swelled in 10 years (1861) to over £281,000, and this year the Financial Secretary estimates it at over \$1,300,000. So it will be seen that since the construction of railroads has been commenced, that the trade of the country has increased—labor has been multiplied,—and the expenditure of the Province has been kept within its income. He had prepared a few calculations as to the amount of liability annually imposed upon this country by the construction of these public works, and first as to the two links already completed to Truro and Windsor. Some hon. gentlemen wished to leave these where they were; but that he never could assent to. He believed that they never could be made properly remunerative until they tapped the waters of the St. Lawrence on the one hand, and the Bay of Fundy on the other.

In approaching this subject, he wished to do so in a spirit of fairness and candor. He did not wish to state the liability we would be called upon to assume at a dollar less than it really would be. For many years we have spent large sums of the public monies in constructing mud roads. This session, over \$250,000 has been voted for that

purpose. And yet it is argued by some, that altho' the Province can afford to do that, she cannot undertake the construction of the e public works, which will add so much to the wealth and material prosperity of the country.

To return, however, to the subject of liability—he found that the Province had issued debentures to the extent of a million of pounds for the construction of the lines to Windsor and Truro—this involved an annual liability of £60,000 for interest. No difficulty had ever been experienced in paying that interest—the Province had always been prepared when called upon to meet all demands, and certainly she was in a better condition now, than when railway construction was commenced. Then again, we have, after some delay, undertaken the construction of the line to Pictou—the propriety of that extension has always been admitted, and it was only a question of time as to when the finances of the country would admit of its being undertaken. The estimated cost of that work is £500,000, which will impose an annual liability of £30,000. That liability, however, will not fall upon us immediately; but will be extended over three years, as the work goes on—and as the business of the country would also go on increasing, there is no doubt, that there would be no trouble in meeting these obligations. The Government now propose to subsidize any company to construct the line to the borders of New Brunswick—which is estimated to cost £400,000, when capitalized, involving an annual charge on the Revenues of the Province of £24,000 a year. It is also proposed to extend the line to Annapolis. Last year, a resolution was passed by the House, offering any company that would undertake to construct the line, a subvention of 4 per cent. on £6,000 per mile. It appears, after a lapse of a year, that no company is willing to undertake the work, unless the Government will build the bridge over the Avon—that bridge is estimated to cost £40,000. The cost of the Annapolis road, at £6,000 per mile, will amount to £50,000—if that is capitalized at the same rate of four per cent—it will give £20,400 annual interest to be paid by the Province.

Then again, take the cost of bridging the Avon—the hon. leader of the Opposition undertook to question the accuracy of the estimate—but the only means of judging, was from the report of the Engineer, and he did not think that the Government had any motive or desire to conceal from the country the real cost of the work—the interest at six per cent upon the cost—as estimated by the Engineer, will be £2,400 a year.

It appears that Mr. Leversey on behalf of the International Contract Company, has offered to construct the road to the borders of New Brunswick, provided the Government, or the City of Halifax, take stock to the amount of £100,000. The Government, probably looking at all points of the political horizon, have come to the conclusion that they can manage to get the city to assume that amount of stock. He (Mr. T.) was not going to discuss that question just then—but he thought it would be wise before they passed any law to make