

after wasting two years, had to buy off the contractors at a cost of £90,000 and adopt our policy. The Provinces have all had to make their roads with money at 6 per cent. instead of 3½, and to make them in the war period when labour and provisions were high. The blame of all this must rest upon those who raised the obstructions isolated the Provinces, and wasted precious time.

But the Provincial Secretary desires the House to believe that I mystified and deceived the country as to the cost of Railroads. This is not true. In all my negotiations with Earl Grey I assumed Major Robinson's estimate as the basis of calculation. When I moved the resolution to provide for the Windsor Railroad in 1850 I took as the basis the estimates of Wightman and Chesborough made by order of the Legislature.

The belief, that railroads could be made much cheaper in America than they had been, did not originate with me. When Mr. Chandler and myself went to Canada in 1851, we found the leading members of the Canadian Government, relying chiefly, I believe, on information collected by Mr. Keefer, impressed with the belief, that, at the then rates of labour and provisions, railroads might be made for about £5000 sterling a mile. The St. Andrew's Road, then in course of construction, had been let for less. About the same time Mr. Robert Chambers of Edinburgh, who came to this country, assured that the Peebles railroad, in which he and his brother were largely interested, would cost no more; and shortly after Messrs. Skyes, King and Brookfield came forward and offered to construct our Main line for £5200 per mile. I acted, then, from time to time, on the latest information that could be obtained. I was not an Engineer, and could make no calculations. What I did was to assume that those who had had experience knew what they were about. If I have been deceived, it is apparent that those who were the best informed were equally abroad in their calculations.

	Per mile.
Major Robinson's estimate in currency, was	£8750
Mr. Wightman's	7335
Mr. Jackson's	8125
Mr. Skyes'	6500

I had never seen a mile of Railroad located in my life, and my business was to get the work done as cheaply as I could. But mistakes are every day made by Architects and Engineers. Our canal was to be completed for £10,000. It has cost £26,000; and £17,000 more required to finish it. I hold in my hand a certificate, on which Messrs. Peters & Blaiklock base a large claim upon the British Government, for building the new Barracks, and in which all the engineers and builders in the city certify that labour and materials have risen one-third in price during the last four years. Add one-third, then, to our Railway Estimates, and the amount will probably cover the cost. If the Provincial Secretary can show that our roads could have been built as well and built for less, I may be to blame. If he cannot I care not what he says.

But I will assume, for the sake of argument, that the estimate, brought down here by the present chairman of the Railway Board, with the aid of all the new light shed upon the subject by Mr. Laurie and the Provincial Secretary, is

correct, and that our roads are to cost £9608 per mile, and then will show that, taking into account the character and style of the work, that we will have the cheapest roads in the world.

	Per mile.
The Belgian Railroads cost	£18,000 sterling,
German	13,000
French	26,832
English	40,000

Taking these sums in currency and it will be seen that our roads cost less, by £12,892 than the Belgian, by £8642 than the German, by £23,932 than the French, and by £40,392 than the English. Mr. Laurie, taking his own estimate of the cost, admits that our roads will cost less by £1600 per mile than those of New York.

Let us now see how our available resources will stand, and what we can probably do with the funds at our disposal. We have £1,000,000 to be borrowed in England, 100,000 Halifax Debentures, 60,000 Province Paper, 20,000 representing 1-3 of £60,000, borrowed through the Savings Bank at 4 per cent.

£1,180,000

There is thus £1,180,000 available for Railway construction, £883,946 will be required to finish the roads to Truro and Windsor, leaving £296,254 towards an extension of the line. To finish the 40 miles to Pictou, will, at £9608 per mile, require 384,320, leaving £98,226 to be provided for over and above the million to be borrowed. To raise this amount ought not to tax severely the wit of any Government really disposed to push these works forward, even if they do not pay a pound over their working expenses.

But suppose they pay 3 per cent., we shall have but £30,000 to provide, and our ten per cent., which must go on increasing with the growth of the country, already yield £24,000 to meet this interest, and in two or three years will pay the whole. Why all this outcry, then, about the country being ruined by these railroads? If they yield 6 per cent then shall we have a great productive property, a great labour saving machine in fact, in the bosom of our country, adding, in solid capital, upwards of a million of pounds; the actual worth of the Province, and yet we are told by the Provincial Secretary that the country is "none the richer" for my labours.

"None the richer," sir. Yes, we shall be richer in honest pride—in self confidence—in enterprise—in science—in elevation of Provincial character. I have shown you that, even if the roads do not pay, the money expended will have created permanent property, indirectly of inestimable value, and fastened to the surface of our soil. That, if they do pay, you are richer by a million brought in to the country and made productive. I will now show you how much richer we shall be even if these roads do not yield a sixpence over their expenses. 65,000 persons were carried over our short road to the Grand Lake last year, and the trains ran only about 10 months. If they had run the year round the numbers would have been 75,000. Dr. Lardner calculates that a first class passenger, riding 100 miles on a railroad, saves 30s. stig. of what it would cost to carry him by coach. A second class passenger