

ernment nothing more than now. Now, the public are paying for the road, and it is to be owned by private individuals, who will be in a position, if they choose, to dispose of it and make money out of it.

HON. SIR ALEX. CAMPBELL—I move the third reading of the Bill. I desire merely to say in reply to what has fallen from the hon. gentleman from Halifax that I put that question to the Minister of Railways a few days since, and he told me that all the subsidies to which the company are entitled would not nearly build the road.

HON. MR. POWER—My informant is a gentleman who lives in the neighborhood, and who is much more familiar with the matter than the Minister of Railways, and his authority, I think, was the President of the Company. I am always glad to see, when so many millions of dollars are being spent in different parts of the Dominion, some money going to Nova Scotia. It is a sentiment that is shared by all the other representatives from the province; and I am naturally pleased to see that in this Bill there is a provision for the payment of the sum of \$250,000 for the construction of a railway in Nova Scotia. While that is true, if the Government had proposed to spend so large a sum of money as that for railway purposes in Nova Scotia, there were other localities which had stronger claims to it than the town of Pictou. Pictou is now connected by rail with Truro, and by the Intercolonial Railway with the whole country; and at New Glasgow, which is only some ten miles from Pictou there is a road running down to the Strait of Canso.

HON. MR. CARVELL—I would remind the hon. gentleman that the town of Pictou is not connected by rail with any place in the world. You can connect with the Intercolonial Railway by the steamer that crosses twice a day, or by skiff if you like.

HON. MR. POWER—The harbor has to be crossed; but the harbor of Pictou is connected by rail with the Intercolonial Railway. I am not saying that it is not a desirable thing that this connection should

be made; I simply say that in the present condition of things there are other places where the expenditure is more called for. In addition to the existing railway connections which Pictou has, the Short Line Railway from Oxford to Louisburg runs through the county, and it was part of the undertaking of that company to make a connection with the town of Pictou on the same side of the river on which the town stands. That railway has yet to be constructed. There is a large subsidy given to the company, and there is no doubt that it will be constructed. Pictou thus having connections on both sides of the harbor, why should a quarter of a million be voted to give it a third connection? There is in the western part of the province a line of railway some 80 miles in length, which is separated from the railway leading from Halifax and the east by a missing link of some 19 or 20 miles of road rather difficult to construct. If the Government had money to vote for railway purposes in Nova Scotia that link had a claim prior to the road which they have undertaken to construct; but I think in addition to that we have the fact that the Island of Cape Breton with a population of nearly 100,000 has not a single mile of Government railway on it; and I cannot understand why the Government should have selected the county of Pictou to be the recipient of such extraordinary favors when Cape Breton has received nothing whatever.

HON. MR. HOWLAN—Hear, hear.

HON. MR. POWER—I should like my hon. friend from Alberton to explain that. I think the Government in asking us to vote this money has a right to make some explanation. The Minister of Justice perhaps would not care to tell the secrets of his prison house to the extent of informing us on this point.

HON. SIR ALEX. CAMPBELL—My prison house?

HON. MR. POWER—It has been said that it is in contemplation to call one of the present members from Pictou to the Cabinet. If that be the case, of course I can conceive it is desirable that this \$250,000 should be proposed at this time,

HON. MR. POWER.