

not stultify themselves and go back on the promise the Minister of Railways made in Parliament.

Mr. JONES. I think the representation of my hon. friend from Lunenburg will have been very opportune if it reminds the hon. Minister of Railways that such a place as Lunenburg exists in the Province of Nova Scotia, of which he was apparently not aware. However, the railway to which my hon. friend refers is one of very great importance to that section of the country, because it not only intersects a very fine district, but opens up communication between the Windsor and Annapolis Railway and the town of Lunenburg, which is one of the largest and most important towns on the western coast of the Province. If the hon. gentleman refers to the statistics of exports from that place, he will be able to gather an idea of its importance; and as it has no communication with the outside world except by water, I think the hon. gentleman will see that the expectations of the people of Lunenburg are very moderate in asking the Government to facilitate the completion of that road. The Local Government went as far as they could under the circumstances, and, during the time the hon. member for Lunenburg was in the Local House, obtained a grant which was the commencement of that road; but they had not sufficient subsidies to finish it. Looking at the amounts which have been granted in other parts of the Dominion to other roads of no more important character, and, I may say with all due respect, of less important character, I think we had fair grounds for hoping this road would receive Government assistance before this. However, my hon. friend has placed this before the Government, and I trust when the Estimates come down the result of his appeal to the Government will be shown to be successful.

Mr. MILLS (Annapolis). My constituency is somewhat interested in this road, half of which runs through the county of Annapolis, and there is no doubt that the road, when completed, will be a great benefit to that portion of the Province. It has been a long while on the carpet now in Nova Scotia. We have had two men with two pickaxes, two wheelbarrows and two shovels, about long enough on that road, and now I would like to see it completed. I think it rests with the Dominion Government to complete it, and I am quite convinced it will not be finished until the Dominion Government take hold of it. The letter given to Mr. Kaulbach, the member for Lunenburg, last Session, was circulated with a great deal of freedom throughout the county of Annapolis. That letter was written by the Hon. the Minister of Railways, and the fact ought to be sufficient to satisfy any hon. gentleman that the subsidy will be granted. I have rested in security in the matter, troubling myself but little in it, relying almost exclusively upon the letter given to Mr. Kaulbach last year, and I am quite convinced the Dominion Government will, when the estimates come down, furnish the requisite subsidy to complete the Nova Scotia Central Railway. It can only be completed when the Dominion Government takes hold of it, and I am quite convinced it will do so.

Motion agreed to.

NOVA SCOTIA—BETTER TERMS.

Mr. JONES moved for:

Correspondence between the Government and the Government of the Province of Nova Scotia, relating to the financial condition of that Province.

He said: It is not always a very pleasant duty to parade the poverty of one's own Province, and the position in which it stands, but I have less hesitation in doing so on this occasion, because I shall not be required to use my own arguments in laying before this House, very briefly, a statement of the financial condition of Nova Scotia to-day. I shall be able to show the House, in the language of the hon. the Min-

ister of Justice, which I am sure will receive acceptance on his side of the House, that, under her present financial condition, it is impossible for Nova Scotia to continue the public service as heretofore sustained. At the time of the Union, when Nova Scotia took just grounds of complaint that the financial arrangements made under the terms of Confederation were less favorable to that Province than to the others, an arrangement was made by which the sum of \$1,186,000 was added to the debt which Nova Scotia was allowed to enter Confederation with in 1867. At the time this arrangement was made, hon. gentlemen may remember there was a great deal of dissatisfaction in the Province of Nova Scotia, not only with the terms of the Union, but against Confederation with Canada on any terms; and the Colonial Secretary of that day, in a despatch to Lord Monck, dated 10th June, 1868, requested "that the Government and Parliament of Canada would modify any arrangements respecting taxation or the regulation of trade and fisheries which might prejudice the interests of Nova Scotia." That arrangement continued until the present time. And when the Government changed in Nova Scotia, and the Government was formed of which the present Minister of Justice was the actual head and Attorney General, a representation was made to the Government at Ottawa respecting the position which Nova Scotia then occupied under the Union. In a memorial addressed to the Governor General, dated 7th January, 1878, the Government of the Minister of Justice said that:

"The condition of the local revenue is of such a character and so inadequate to meet our requirements, even upon the scale of closest economy, that it has been decided by the Government that I should lay before you in as comprehensive a form as may be, an abstract of the financial history of the Province since it entered Confederation up to the beginning of the present year, in order that the resources of the local revenue may be fairly and fully understood and the necessity of some readjustment made more apparent than a mere superficial view of the situation is likely to convey.

The memorial goes on to point out the different amounts allowed the Government subsequent to Confederation, to show the grants which the other Provinces enjoyed as compared with Nova Scotia at that time. The Province of Ontario, which had a population of 1,921,000, had \$1.40 per head; Quebec, in 1881, had \$2.10 per head; New Brunswick had a population of 321,000, and \$1.95 per head; Nova Scotia had a population of 440,000 and she only got \$1.18 per head. Ontario thus had for her local purposes 31 cents per head more than Nova Scotia; Quebec had 91 cents more, and New Brunswick 76 cents more. This estimate was made in a subsequent memorial by the subsequent Government, but it is in fact the same calculation which was made by the Government of which the hon. the Minister of Justice was a member. The Government, in their requisition, pointed out to the Dominion Cabinet that, under the present condition of affairs, it was utterly impossible for the Province of Nova Scotia to conduct her public services, and they said that at least \$150,000 would be required to enable her to efficiently maintain her service even with the exercise of the greatest economy. It is true that since that time the income derivable from mines and minerals have somewhat increased, and to that extent it would lessen the difference pointed out by the Local Government of the day as requisite for maintaining their local service, they having about \$50,000 from the estimates of that day, and according to the same calculation, if our expenses did not increase it would only leave about \$150,000 which we were annually going into debt for. Then again the question came up with reference to the amount of interest which was to be allowed us on our debt at the time of Union, and the amounts which were to be added to it subsequently. There was a special reference of this branch of the subject made to the Attorney General, and in this memorial which I hold in my hand from his Government, they go on to say: