

Continued from first page.
hearth and would like to see her keep pace with the outside world, would be fully realized and that in after years they would be able to congratulate themselves on the fact that but for the inauguration of this great public work the country would be in as backward a condition as she is to-day.

Mr. O'Mara was certainly in favour of any measure introduced into the House of a progressive character, and he looked upon the establishment of the railway as one of these measures. But while he congratulated the House upon the introduction of the measure he regretted exceedingly that in introducing the Bill no allusion was made to one who was the pioneer of the undertaking. It must be remembered that the late member for St. John's East, Dr. Deakin, took more than ordinary interest in the initiation of this project when the subject of a railway across the country was mooted a few years ago.

slough of poverty and backwardness to which our people are at present struggling. The colony is nearly one eighth larger than Ireland. We have immense tracts of agricultural and timber lands we have vast mineral resources, our fisheries are the finest in the world, and with all these advantages we continue to be a fishing settlement with a struggling population resident on the sea shore. An intelligent foreigner would naturally ask if you have really all these advantages, if you have timber, agricultural and mineral lands, and your fisheries which are so productive, why is it that the colony has not progressed more rapidly? The answer would be found not in the character of our people generally, but in that of those who have had charge of the means whereby a country in its infancy is fostered and developed. A country like Newfoundland must be pushed forward in the beginning in order to keep pace with older and consequently better favoured countries, but once started her, once give her the means of supporting herself, of utilizing her own natural productiveness, and this colony will outstrip all the colonial possessions of the crown in less than half a century.

fairly comment.—It was not his intention to have spoken to the Bill, still he could not but avail himself of the opportunity to remark that he (Mr. Kent) regarded the question of the appointment of commissioners as rather premature the work which they will be called upon to discharge will not be in existence for a considerable period of time. It will be some time before any practical work can be begun, and the executive might dispense with the assistance of these commissioners till the work can be undertaken. The work of the coming year will be entirely of preliminary character, and such work as might be done by an engineer and about fifty men. He therefore considered this section as wholly unnecessary. These are not only unnecessary from a practical point of view, but it will have the effect of impressing the public outside with the idea that in the forcible language of Mr. Pars, it is only a Government job.

Mr. Kent.—There was no one in the House whose views upon any subject he (Mr. K.) had a greater respect for than those of the hon. gentleman who last spoke. His courage and zeal, and the lucidity and ability with which he stated his opinions, he (Mr. K.) admired. But upon this question he was sorry to have to differ with the hon. member. He was one of those who had great faith in the railway evangel. It was but a short half century ago since the first railway passenger train that the world ever saw had been started, and yet, as an enterprise, did it not stand unrivalled in its progress? What element was there in Newfoundland that would deny to her through this enterprise blessings and prosperity that had reached every land where it had touched. Old and new shores alike had prosperity smiling upon them through the agency of the railroad. Old countries were renovated and received a freshness of life by it. In new countries in both hemispheres its appearance had heralded an era of progress and prosperity. And was Newfoundland to be the single exception to this universal rule? Was this, that had been a blessing to all other countries, to be a source of financial ruin to Newfoundland? The hopes of the people centred in this project, their enthusiasm had been kindled at the suggestion. It was too late to stop; retrogression was now impossible. There was a time, not so long ago, when it was seriously debated whether the revenue should not be altered from currency to sterling to meet demands that would arise by the institution of coasted steam communication with the outports north and west. The Ariel started amidst the hopes and fears of the whole colony to do the work on both routes. To-day we pay \$137,000 per annum for steam, Coastal and Oceanic, and will it be said that the revenue cannot bear that charge, though it nearly equals the whole annual revenue of the time when the Ariel started. Would it be possible to return to the old state of things? Certainly not. It may be that we shall have to pay the interest for this railway loan, without any direct return in moneys numbered, but we shall nevertheless be well repaid by the increased and increasing prosperity of the colony. Our great mineral wealth will be utilized and no longer lie buried and unknown. Our agricultural lands will be peopled and made productive. In these and similar ways we are to look for the payment of this railway. We all profess and proclaim our belief in a great future for this country. Let us give practical proof of our faith in that future by being faithful to the trust which for the use of that future is reposed to us. With us rests the moulding of that future it will be such as we shall make it. It is our duty to give to that future every opportunity of keeping pace with progress which is around us. To make with all speed this railway, while not forgetting to proceed with all proper caution, is one of the things which that future, and a near future too, has a right to expect from us. If we, through a cowardly fear of drawing upon that future, fail to take advantage of the opportunity no offered us, will not the men who in time to come will fill our places in this Legislature act fairly towards us when they rank us with those whose names 'shall have lived but in history's course.' He (Mr. K.) was not one of those who feared taxation. If a man earned \$10 instead of \$5 he could well afford to pay proportionately increased taxation. Four or five months of enforced idleness was infinitely worse than any taxation could be. Having spoken on a former occasion upon this subject, he would not now delay the Committee. As regards the Board of Commissioners proposed by the

bill, he (Mr. K.) thought there were no immediate necessity for their appointment. The work to be done between this and the next session of the Legislature, would be chiefly to get the survey under way and some clerical work done, and as a much larger survey was carried on a few years ago, instituting no special department, he thought the smaller survey now proposed could be equally as well managed as was the former one without a specially appointed, and of course a subsidised and expensive special department. However, he was not prepared to vote against the appointment if it were by the responsible ministers considered to be absolutely necessary.

To be continued.

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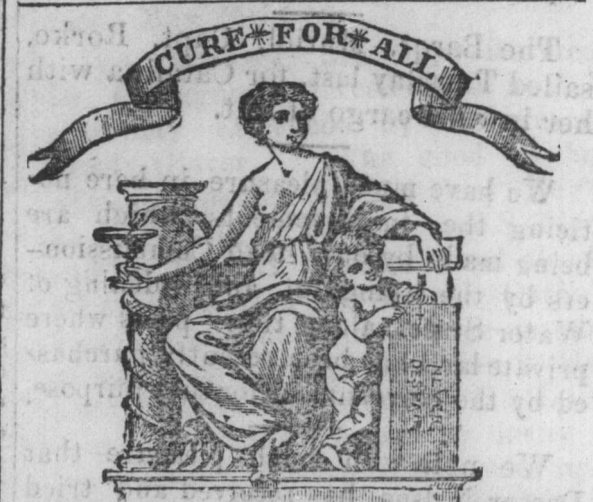
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