

Mr. KIRK. Where does the hon. gentleman get his figures? I have a time table in my hand.

Sir JOHN A. MACDONALD. I have the information of the chief engineer.

Mr. KIRK. The information the hon. gentleman gave when I put the question was not what he has just stated.

Mr. DAVIES (P.E.I.) The question is not how short it is to Pictou or New Glasgow. It is the road from Oxford Junction. Parliament was not asked to carry it to Pictou or to New Glasgow so as connect with the Eastern Extension. According to the mileage, given by the chief engineer in his own book, the lines are just as far apart, two miles from Oxford Junction to Brown's Point and from that to New Glasgow.

Mr. TUPPER. What are the grades?

Mr. DAVIES (P.E.I.) We are talking about the distances. The hon. gentleman is very anxious to get off distances into grades. Sir Charles Tupper said the distance was shorter by 45 miles, and the hon. member for Pictou (Mr. Tupper) repeated the statement the other day. It turns out now that the line does not shorten the distance, but has been built solely for local purposes.

Mr. KIRK. There was no railway then to Pictou at all.

Mr. JONES (Halifax.) It is a matter of common regret that the Government should bring down their chief engineer to endeavor to mislead the House and that he should be a party to it. We have the right to expect from the servants of this country that when they come here to give information they should give it frankly, and no man knows better than the hon. gentleman that the road from Oxford Junction to Brown's Point is 72 miles, and to reach New Glasgow 17 miles, making 89 miles. The chief engineer knows these details and the Government should know that the distance from Oxford to Truro is 45 miles, and from Truro to New Glasgow 43 miles, making 89 miles in all. You may take 89 one way and 89 the other way, and there is no difference. But if you will only call it 15 miles, it only shortens the distance two miles, as stated by the hon. member for Prince Edward. This is only a sample of the misrepresentation which has characterised the railway expenditure of this country. This was brought down for the purpose of the Conservative interest in those counties, for the purpose of securing the return of the Government candidate, on the representation of the then Finance Minister, repeated lately by the Minister of Marine and Fisheries, that the road was going to shorten the distance 45 miles. If the statement of a Minister of the Crown is no more to be depended upon in this regard than some statements I have had occasion to characterise to-night, I think we have arrived at a very low state of public morality and honor. We have a right to expect that when the Government bring down a proposal for the building of a great public work they shall be in a position to place before the House information of a reliable character, and when they bring a proposal to construct a branch road for a political purpose, leading the House to suppose that it is going to shorten the distance, and open up the coal fields of Pictou and the West, that it is going to shorten that road 45 miles, when they must have known it would not shorten it two miles, it is a condition of affairs which is disgraceful to the country, and to those who proposed and defend this work. We have a right to know what the actual difference is, and to see for what our money has been expended. The Government cannot wriggle out of this, they know they are in a false position in regard to it, and if they would say so at once and ask for absolution, there is enough generosity on this side to let them out of that because we have let them out of a good many bad scrapes, and one or two more would not make a great difference.

Sir JOHN A. MACDONALD.

Mr. DAVIES (P.E.I.) Will the hon. gentleman be kind enough to inform the House, having ascertained the information from the chief superintendent, whether the distance is shorter between Oxford and New Glasgow by the new road for which we are now voting this money?

Mr. PATERSON (Brant). That is a point we should know.

Sir JOHN A. MACDONALD. I am told that the road is shortened, but only by seven miles.

Mr. DAVIES (P.E.I.) We have the report of the chief engineer in Appendix No. 5, that the distance from Oxford Junction to Brown's Point is 67½ miles, leaving out the Pugwash Branch which is 4½ miles. It is six miles from Brown's Point to New Glasgow, making 83½ miles. By the Intercolonial time table the distance between the two points by way of Truro is 89 miles, so that the reduction is only 5½ miles, and we have built five miles extra for the Pugwash Branch.

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| Intercolonial Railway—Repairs and Working Expenses..... | \$3,200,000 |
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Mr. JONES (Halifax). There is a very large increase made here for locomotive power. Will the Minister explain whether this is intended to be for new stock or for working the road simply?

Mr. FOSTER. For working the road.

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| Fisheries..... | \$231,500 |
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Mr. JONES (Halifax). It is very unfortunate that we have not had the report of the Minister of Fisheries brought down.

Mr. TUPPER. It will be laid on the Table on Monday, and I believe that is an earlier date than the report has been laid on the Table for many years; because, like some other departments, this one ends with the calendar year instead of the fiscal year.

Mr. JONES (Halifax). Last year there was a discussion on this subject, and the then Minister explained that the report was delayed for reasons which would not occur again.

Mr. FOSTER. That was very late in the Session.

Mr. JONES (Halifax). We cannot discuss these items very intelligently without the Minister's report on the subject being before us. Can the Minister give us any further information as to the results of the fish-hatching establishments? Whether right or wrong—and I think my hon. colleague (Mr. Kenny) will bear me out in this—as far as we can learn from the experience in regard to the hatchery near Halifax, there has been no beneficial result flowing from it. That opinion has been very generally expressed, as I have heard, in regard to hatcheries in other places, and in regard to the hatchery near Halifax, those who profess to know have come to the conclusion that it is a complete failure. I am sorry that it is so. It was established by the Government of which I was a member under the impression that it would stock our rivers with salmon fry, but we cannot see that any advantage has resulted from it. The rivers where the spawn has been placed have not improved in proportion to the stock taken out of them. I may be referred, as I have been before, to the reports of the persons in charge of these hatcheries, and may be told that they think they are a success. I attach very little importance to reports from such interested quarters, because, of course, all those gentlemen are interested in saying that they are successful. I have had so many representations made to me in reference to the Halifax hatchery that it would take too long to explain them to-night. I understood that my hon. colleague had some persons in whom he had confidence visit that hatchery last summer, and that their report was in the same direction as