

with no power of direct taxation. Only \$541,000 with which to face the situation and get for the people of the different counties railway facilities where there were none, bridges, where the bridges had tumbled down, and roads, where the roads were very bad. These are the facts that we have to consider in order to form a judgment on the problem which confronted these men at this time. I have been amused at the talk I often hear about the things we ought to do. Will anyone suggest how these things are to be accomplished without money? Here they stood with only \$541,000 of revenue to face all the problems that had to be met at the time. They faced them, and when the history of Nova Scotia is written we will be able to appreciate the financial ability of Mr. Fielding, both as pertaining to the finances of Nova Scotia and to the finances of the Dominion of Canada. Only a man of unusual courage would have proceeded with railway construction under such circumstances. During this period the Dominion Government did assist somewhat, I would give them credit for what they did in aiding railway construction in Nova Scotia. They built four sections of road. The section of 86 miles from Oxford Jct to Stellarton; the section from Sydney to Point Tupper, 96 miles, (although there were circumstances in connection with that section which perhaps would not give them as much credit as appears on the surface); then there was a section of 20 miles from Annapolis to Digby, the so-called "Missing Link;" and in 1894 they built a short section from Windsor Junction to Dartmouth in the county of Halifax. In other words the Dominion Government undertook the construction of 216 miles of railroad during the period of the Fielding administration, while during the same period the Provincial Government subsidized companies to build 159 miles, at a cost to the Province of \$368,688, and towards which Federal subsidies amounting to \$373,248 were given. This closes the chapter of the Fielding administration and it was a good chapter in the history of railway construction in the Province, when we consider the limited revenue and all the other difficulties incident to the period.

Now we come to the fifth and last period in the history of railway construction, that from 1896 to the present time, and I regard this as

the great period of railroad construction in the Province. Prior to this period the Province had been saddled with a considerable amount of debt on account of the roads constructed which offset somewhat the increasing revenue. When Mr. Fielding started in the development of his railway policy, the revenue of the Province, as has already been stated, was only \$541,000. In 1896 it had increased to \$841,000, so that when we came to the period under consideration we had a considerably larger revenue but to offset this there was an indebtedness incurred on accounts of roads, bridges and railways. Now Mr. Murray faced the situation as it was at that time. Following out the same policy which had never been changed from the time of Confederation down to the present day, he sought to secure the construction of railways by means of companies, which was the proper method under the circumstances. I have read the statement made by a member of this House that the Liberal Government had never built a mile of railway. It is true that the policy of this Government had been to secure the building of railways by companies, but the companies were aided, encouraged and promoted by the Provincial Administration. In this period there was built by companies under Provincial aid, and with aid from the Federal Treasury, 415 miles of road, involving an outlay of \$5,159,374, on the part of the Province, and an outlay of \$2,359,374.75 as Federal subsidies. There was no Federal construction except the railways undertaken in the Province which brought about the discussion today. These additional roads which were provided for had a mileage amounting to 213 miles, which when completed would make a total of 628 miles for the period. The approximate cost of the projected roads would be \$6,611,000. This is a summary so to speak, of the history of railway construction in the Province of Nova Scotia since Confederation, and brings us to the net result as shown by the table following:

I have taken the trouble to ascertain the railway mileage in each County, the number of square miles of area embraced in each County, and the number of miles of railway