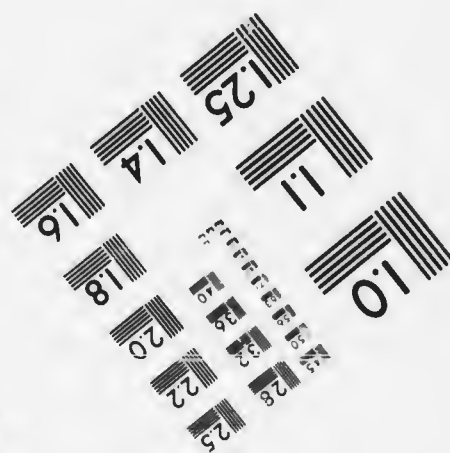
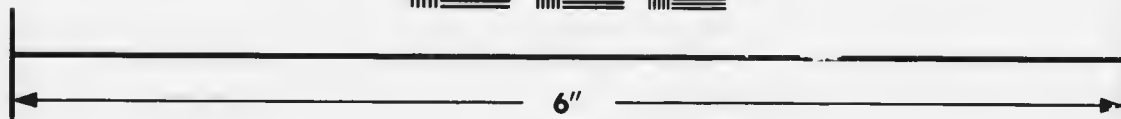
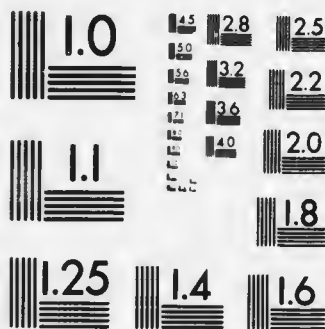


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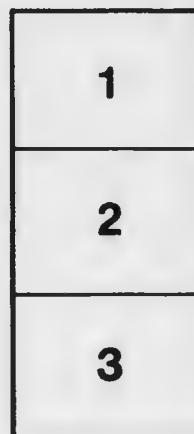
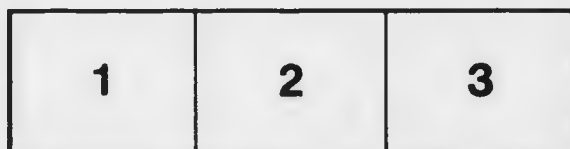
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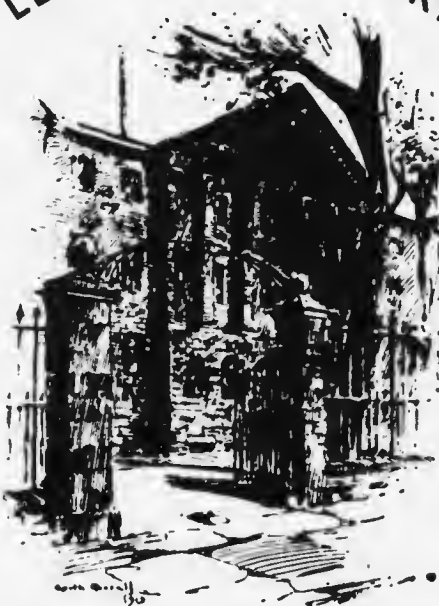
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OR

Liberal-Conservative  
Government

IN

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The Claims of the Liberal-  
Conservative Policy upon  
the continued support and  
Confidence of the People;

Giving Facts and Figures, showing the  
comparative results from four years  
of Prostration, from 1874 to 1878,  
and a similar period of Pros-  
perity, from 1878 to 1882.

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Liberal-Conservative

(Government)

NOVA SCOTIA

The Claims of the Liberal  
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TO THE  
INDEPENDENT ELECTORS  
OF NOVA SCOTIA.

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GENTLEMEN :

The time is at hand when the people of Nova Scotia, in common with the rest of the Dominion, will be called upon to declare by their votes at the polls, not only by which of the two opposing parties they desire the country to be governed, but what is of far greater importance, to decide what is to be the policy by which its affairs are to be directed for the next four years. It cannot be without interest, therefore, at the present juncture, to direct public attention to the condition of things when the Government now in power took the reins in their hands, as contrasted with what it is and has been for the past three or four years.

FINANCIAL CONDITION OF THE PROVINCE WHEN  
THE "REFORM" GOVERNMENT CAME  
INTO POWER.

The Opposition, or Liberal party as they term themselves, came into power shortly after Confederation, and for more than ten years managed the finances and directed the affairs of this Province. During that long period they had many opportunities of advancing the best interests of the country and of guarding its rights and privileges. How they performed this duty, or rather how by mal-administration, by incompetence, corruption and partizan jobbery, they brought it to the very edge of financial bankruptcy and ruin, it will not be difficult to shew.

By the terms of Confederation, in 1867, Nova Scotia was allowed a debt due to her of upwards of nine millions of dollars, but after deducting obligations the amount to her credit at Ottawa stood at \$924,455, yielding interest to the amount of



\$46,222 yearly. This was increased in 1873, so that the Debt Account was upwards of two millions of dollars, affording an annual return of more than \$100,000 in the form of interest. Nor was this all; \$82,000 a year was given, in addition, to extend over a period of ten years, so that the whole amount received for subsidy in 1874 from Ottawa was not less than \$588,763, exclusive altogether of Provincial revenues, which yielded at that time nearly \$200,000 more. In the year 1874, when the Hill Government came into power, the subsidy alone was at least \$100,000 a year greater than was the whole Provincial revenue from all sources when that administration was swept away by the verdict of an outraged and indignant people at the general election of 1878.

In the year 1874 the Province of Nova Scotia had an income of not less than \$758,502, a sum sufficiently large to meet every emergency and sustain every service in an efficient manner without incurring one dollar of debt or other obligation.

But this great sum was far from sufficient to balance accounts at the end of each year. By profligate expenditure, by gross and reckless mismanagement, each succeeding year shewed an increased deficiency and an ever-growing indebtedness to banking and other institutions, so that at the end of 1873 the Debt Account to our credit at Ottawa had shrunk from two millions to about four hundred thousand, while the amount of Provincial indebtedness to banks and outside parties was \$355,000, not including railway obligations of considerably over half a million more. To state the matter briefly, within the short period of four years the subsidy had dwindled away from \$588,763 to \$380,240, and the whole Provincial revenue from \$750,502 to less than \$500,000, with a direct money indebtedness of \$350,000 besides.

#### THE FINANCIAL CONDITION WHEN "REFORM" GOVERNMENT WAS SWEEPED OUT OF OFFICE IN 1878.

Such was the state of matters which the new Government had to face when it took office in the autumn of 1878. The debt account at Ottawa had almost disappeared; the yearly allowance of \$82,000 by the Dominion Treasury had lapsed, with hardly an effort on the part of the then existing Government for its

renewal, while, incredible as it may appear, the then leading Government organ, the *Morning Chronicle*, actually opposed any application for its continuance.

The position of matters at this crisis was truly critical, requiring the greatest prudence and economy on the part of the new Government to maintain the credit of the Province and keep the different Provincial services in a reasonable state of efficiency. The cause of this disastrous state of affairs was, as has been stated, largely due to the gross mismanagement and dissipation of the public funds by the defeated Government. How was a revenue which in 1874 was ample for every legitimate purpose dealt with? A million and a half of dollars up to 1878 was given away in the form of subventions to new railway undertakings; but notwithstanding the expenditure of this vast sum, not a mile of road was completed or in running order. So far as results were concerned, this money might as well have been cast into the sea. Everything was in confusion, contractors and sub-contractors were in default, laborers were unpaid, a road upon which the Liberal Government had advanced nearly \$800,000 was without track or ballast, eighteen miles of it between Digby and Annapolis scarcely begun, while the character of the work done was pronounced to be of the most inferior description. Another road, after having received \$95,000 of Provincial money, was abandoned altogether for the time being, with laborers unpaid, the right of way unprovided for, and dissatisfaction and disappointment and indignation on every side.

But if this mismanagement of the Public Works acted as a blight upon the progress and prosperity of the Province, the administration of its different services was, if possible, still more unsatisfactory. Jobbery and intrigue characterized the working of nearly every department. The management of the Crown Lands for some years was especially disgraceful. Land-grabbing, or the disposing of immense tracts of country by the violation of the whole spirit, if not of the letter, of the law, became a by-word, and the infamous practice was only brought to an end by its thorough exposure on the floors of the House by the party then in opposition. The loss to the Province and to the public through this source alone was immense, and during the last three years of the rule of the Hill Government the income from

this department did little more than meet the outlay. Now, and for the past three years, as will be shewn more in detail further on, this department has been so managed as to yield, after meeting all expenses, a fair proportion to the Provincial revenue. In 1878 the balance from this service, after meeting expenditure, was less than \$300. In 1879 the net revenue from the same service was \$13,736; in 1881, \$13,363. The same wasteful system of expenditure characterized the management of every one of the Provincial departments, as will be proved by a comparison of the outlay under these heads in 1878 and 1881.

In assuming the responsibilities of office in 1878, the Liberal-Conservative Government lost no time in meeting as they best could, the difficulties of the position in which the Province was placed. These difficulties were most formidable. Besides direct money obligations to the extent of from \$40,000 to \$50,000, they found that their predecessors had anticipated the subsidy of 1879, by drawing in advance \$100,000 of it, which had all disappeared. There were also advances made by the banks to the extent of \$118,000, while the Provincial Railway account had been drawn upon to the amount of \$42,000. To meet these obligations, and provide for the services of the year, they could not count upon a revenue, all told, of more than \$460,000.

#### THE POLICY OF THE NEW GOVERNMENT.

The situation was serious, but the new administration did not hesitate as to the duty that lay before them. That duty was instant retrenchment, and the strictest possible economy, a policy which has been faithfully carried out to the present hour. Their axiom was, and has continued to be, that the expenditure should not exceed the income. The exact financial condition of the Province was first of all ascertained, by means of an exhaustive investigation, conducted by a competent and disinterested Commission.

Upon the basis of the Report prepared and presented to the Government by these gentlemen, a Memorial was drawn up by the Provincial Secretary, addressed to Sir John A. Macdonald, setting forth in the strongest and most urgent manner the financial position, and more especially the financial claims, of the Province for increased allowance from the Dominion, making

claims, which though not at once acknowledged, were not ignored. He pleaded that the annual grant of \$82,000 should be renewed, and urged with great energy the right of Nova Scotia to a fair share of the Fishery Award. It is true this Memorial did not bear fruit immediately. The apprehension of similar demands being made by the other Provinces, stayed the hands of the Dominion Government for the time being. That Government was itself not without its financial difficulties. It had just succeeded an Administration of *deficits*, and required to be cautious, as well as careful. Nevertheless the Provincial Government was not altogether unsuccessful. It secured interest due on Old Stores to the amount of \$32,000, which the former Local Administration had not asked for. In consequence of its efforts, and the energy with which they were urged, old Railway and Post Office claims made by the McKenzie Government against Nova Scotia to the amount of about \$37,000, were abandoned, and best and most gratifying of all, in this year of 1882, the rightful claims of the Maritime Provinces in regard to the Fishery award have been practically and frankly acknowledged by the Grant, which is to be a yearly one, of \$150,000, as an annual bounty to our fishermen. But of this more anon.

In the meantime, the New Government lost no time in adopting a rigid system of retrenchment and economy. The course to be taken was painful, but inevitable, unless the Province was to be allowed to drift into hopeless bankruptcy. It was a painful, but necessary step, that some Services should be reduced, and others cut off altogether for the time being. And it is most gratifying to state, that public opinion strongly sustained the new policy. Their political opponents, however, crest-fallen and degraded as they felt themselves, not only lent no helping hand in the emergency, but continued to abuse, misrepresent, and thwart the Government in every way within their power,—to render if they could the efforts made to bring back confidence, and restore a certain measure of strength to the Provincial Finances, unsuccessful.

### THE ROAD AND OTHER SERVICES HAD TO BE REDUCED.

The Road Service had to be reduced. There was no help for it. The Navigation Securities were lopped off. The Service named "Special" was abolished altogether, which had been abused to a frightful extent under the former Administration. The Miscellaneous bill was also severely curtailed. A resolute attempt was at the same time made to save \$15,000 a year in the direction of Legislative Expenses, by abolishing the Legislative Council—an attempt, however, which has so far failed, by the selfish attitude taken up by the so-called Liberal members of that most superfluous body. By these and other means of a similar character, however, the expenditure, even during the first year of the Liberal-Conservative Government, was kept within the income of the Province.

This was so far satisfactory, but it was felt both by the Administration and throughout the country that the Road and Bridge Service especially was crippled to an injurious and most undesirable extent. Of this unpleasant fact none were more cognizant than the present Opposition. They saw the difficulty, and rejoiced in it, hoping thereby that, however much the people throughout the Province might suffer, their ends would be partially served at least by taunting their opponents with reduction in the amount given to services, which their own profligate and reckless expenditure in the past had rendered unavoidable.

### THE FUNDING BILL.

This, however, was to be expected from such a source, but it neither daunted nor deterred the friends of fair and honest government from grappling manfully and resolutely with the difficulty before them. Hence arose the idea which took practical shape in the form of a proposed bill, known as the Funding Bill. The object of this bill was to find means for meeting the obligations of the Province already incurred, by borrowing a certain sum at a moderate rate of interest. That there may be no mistake as to the character and objects of this bill, which has

been grossly misrepresented by the enemies of the Government, we give the words of the bill itself. It reads as follows:—

*An Act to authorize the Funding of the Public Debt of Nova Scotia.*

Be it enacted by the Governor, Council, and Assembly, as follows:

1. From and after the passing of this Act, it shall be lawful for the Governor, by and with the advice of the Executive Council, to contract a loan on the pledge of the revenues of this Province, whether arising from the subsidies of the Province, the sale of Crown Lands, or the royalty paid by miners, or in any other manner howsoever, provided that the whole sum to be borrowed shall not exceed eight hundred thousand dollars.

2. Certificates of debts, to be call debentures, bearing interest not exceeding six per cent., may be issued from time to time to those who may contract for such loan, or who may be employed by the Government of Nova Scotia to sell such debentures, or negotiate the loan.

3. The debentures shall be in the form to be hereafter decided by the Governor in Council, shall be signed by the Governor, and certified by his seal, and also countersigned by the Provincial Secretary; they shall be numbered consecutively, commencing with number one, and shall be issued in such sums, not less than four hundred dollars, as may be deemed expedient; the interest thereon to be paid half yearly in such place as may be named in such debentures; and the principal of such debentures shall be paid in full at the expiration of twenty-five years from the date of their respective issues, to the then holders thereof.

4. Subject to the payment of any previously existing Provincial liability, the faith and credit of this Province, and the ordinary revenues thereof, shall be, and hereby are, declared pledged to any and every holder of the same, for the payment of interest as it becomes due, and for payment in full of the debentures when the principal of the same becomes due and payable.

5. The principal sums to be raised and borrowed shall be received from time to time, as the same may be required, by the Provincial Secretary, who shall pay and apply the same to the payment of the debts and liabilities of the Province of Nova Scotia, and its obligations under any existing contracts, but the purchasers or holders of such debentures shall not be bound to see to the appropriation of the moneys so to be borrowed.

It will thus be seen that the amount to be borrowed was not to exceed the amount actually due by the Province. It could not be used to meet *future* but only past obligations, which had been incurred through the extravagance and folly of their predecessors. These obligations *had* to be met, if the credit of the Province was to be maintained. Although the sum of \$800,000 was named as not to be exceeded, no such amount under the bill could be borrowed, unless it could be shown that the Province owed it at the

time the Act became law. The advantage sought to be gained by its means, was simply that the amount obtained in this way would not cost more than five per cent. in the form of interest; while by borrowing from banks, the rate to be paid would be from six to seven per cent. The advantage was obvious. The method was neither novel nor attended with risk of any kind.

It had been adopted frequently elsewhere, and even in the City of Halifax, and its wisdom or propriety was never even challenged. It was thought, however to present a tempting point for party misrepresentation and falsehood, and full advantage was taken of the same. It passed the House of Assembly unanimously, both parties supporting it, but almost as a matter of course was defeated in the Upper House. Much has been attempted to be made of the fact that this bill was opposed by two Liberal-Conservative members of the Upper House, the reason of their opposition, however, being carefully kept out of sight, which was, not that the Government was likely to borrow too much, or to misuse what was borrowed, but that there might be a considerable margin of the \$800,000 left unborrowed, which the Opposition party if they ever got into power, would be certain to seize upon and misappropriate. The Bill was thus rejected by the Council, and the opportunity lost of being able to meet the Provincial obligations incurred by the very party who opposed it, except by paying a rate of interest for the money borrowed much higher than would otherwise have been the case. The Government were thus foiled in their endeavor to save the Provincial finances, and a principle which is acted upon continually, that of funding a public debt so as to pay the lowest possible rate of interest, condemned by a mere spirit of faction on the part of the Grit Opposition, and by an apprehension that dishonest advantage might be taken of the Act in future by the Grit party on the part of two gentlemen who are Liberal-Conservatives. In the House of Assembly, representing the public opinion of the Province through its representatives, there was no opposition or division on the subject. What would have been thought, what would have been done, had the House of Lords in England or the Senate at Ottawa, rejected a measure that had been passed unanimously by the House of Commons relating to fiscal affairs.

## RAILWAY CONSTRUCTION WEST.

The late Government, as has been stated, expended in the form of subsidies a million and a half of the Debt to the credit of Nova Scotia at Ottawa. The principle in itself was sound enough, as it was most desirable to open up as large a portion of the Province, by means of railway construction, as our resources would reasonably allow, without crippling the Provincial Services. But the *manner* in which the money was expended in this form was in the highest degree reckless, and in its effects most disastrous. What is known as the Western Counties Railway is a melancholy illustration of the extravagance, waste and incompetency which distinguished the whole railway management of the late Government. The length of this line was to be about 85 miles, and was to receive a subvention of \$8,000 a mile from Government, or \$680,000 on all, to be paid as the work went on in proportion of one-third by the Government, and two-thirds by the Company.

At the end of 1878, the amount of subsidy advanced was not \$680,000, but \$695,197, while a very large portion of the work remained to be done, and 18 miles of the proposed road, and that the most difficult and expensive, between Digby and Annapolis, was scarcely touched. Nor was this all, for it was pronounced on all hands that much of the work that was done was of an inferior description, so much so that this road, which had cost the Province so large a sum of money, was practically abandoned, and regarded as a dead loss and useless sacrifice of the Provincial resources. Such was its condition when the present government came into power. In the public interest they at once directed their attention to the saving of this wreck, if possible, and preventing the absolute loss of some \$700,000 of the public money. They accordingly entered into negotiations with the Dominion Government, and obtained from them a promise that they would consider the Province entitled to the Windsor Branch, if we would secure the completion of the road. To effect this desirable object, the Government guaranteed \$250,000 of bonds, and to save the Province from possible loss, secured a transfer of the greater part of the Company's property, and obtained the power to take or dispose of the whole work as security for the amount advanced. By this means 70 miles of road were opened, and up to the present hour.



have been kept open, and in running order, to the great convenience and benefit of the people of the counties of Yarmouth, Digby and Shelburne, and of the Province generally. In this way a valuable public work has been rescued from abandonment and destruction, while means have been devised to secure the early construction of the gap of 18 miles between Digby and Annapolis, and thus accomplish railway connection to the people of the Western Counties with the Windsor and Annapolis Road, the Interecolonial, and the whole railway system of the Dominion and the United States. The benefit thus secured has been of vast advantage to the western portion of the Province, and for such a result they are largely indebted to the prudence, energy, and foresight of the present Local Government. The so-called Liberal Government managed to serve the purpose of a set of selfish and unprincipled speculators, resulting in apparently hopeless loss and ruin. The Liberal-Conservative Government have rescued the road from destruction, so that there is every prospect of its becoming not only beneficial, but profitable. "By their fruits ye shall know them."

#### RAILWAY CONSTRUCTION EAST.

The same blundering incompetence characterized railway construction in the east as was exhibited in the western part of the Province. A subsidy of \$7,945 a mile, with other concessions, was granted by the "Reform" Government to build a road from New Glasgow to the Strait of Canso, a distance of about 50 miles. Here the confusion was even more confounded than in the other case. It was found that the company was not validly organized; it had been transferred and re-transferred, with the result that the title was disputed and altogether bad, the proprietors at sixes and sevens among themselves, the Government, so-called, looking helplessly on, and the counties unable to make a legal assessment for damages. The policy of the west was repeated in the east. A contract was made, subsidy advanced, work done by fits and starts, no adequate security obtained, and at the time when the late Government went out of office it was found that they had not only paid \$456,542 in subsidy, but had given two certificates to bind their successors, one that the company was entitled at once to \$79,000 more, and another that they were entitled to the

Pictou Branch. All this was done, notwithstanding that the invalidity of the organization of the company had been proved to a committee of the House in the early part of 1878. Had these certificates been implemented by the present Government, if this company had got the Pictou Branch, all practical security would have vanished, either for the completion of the road or its continued operation after it had been completed. When the present Government came into power they lost no time in putting these disjointed matters upon a firm and solid basis. They decided that the Branch should be held until the road was completed to the satisfaction of the Provincial Government, and after completion, the whole road, including the Branch, should be forfeitable for failure of completion or non-operation; and further that a large part of the subsidy should be withheld for the protection of laborers, and that the whole road, including the Branch, might within two years after completion become the property of the Provincial Government, upon their paying to the Company the amount of their actual outlay upon its construction and equipment.

This policy of firmness and foresight in the interests of the Province stands out in striking contrast to the blundering, ignorance, incapacity and weakness which distinguished the whole conduct of the former Government in this direction. By the means just explained the public interests were secured, the large amounts given in subsidy guarded, and the power of assuming possession of the roads in future, should it be considered necessary to do so in the public interest, secured.

#### THE RAILWAY SYNDICATE.

This brings us to the subject of the Railway Syndicate, whose prime object was to facilitate and extend traffic by the policy of Consolidation; to increase railway efficiency throughout the whole provincial system; to regulate the passenger and freight tariff by extended facilities and lessened rates; to recoup the Province for its large outlay in the form of subsidies; to complete railways already undertaken, and to construct a line of road of seventy or eighty miles through the Island of Cape Breton, without further expense to the Provincial Treasury.

The course taken by the present Government, as above stated, rendered this not only possible, but comparatively easy.— The result has been a grand success. It is not considered necessary to explain the terms of this arrangement in great detail, as they have already been made widely known by discussions in the Legislature and the press, and especially through the medium of the able speeches delivered during the past session in both Houses on the subject, which have been widely circulated. The Syndicate undertake to complete, equip, and work the whole system of provincial railways from Yarmouth to Canso, excluding of course the Intercolonial; to build a road from Pietou to join on to the Intercolonial; to construct a road from Dartmouth to Windsor Junction, and to extend the line from New Glasgow to Canso, across the Strait to some Atlantic port in Cape Breton, for a distance of seventy or eighty miles. As security that this work will be done without drawing an additional dollar from the public chest, this great Company has already paid in £52,000 sterling to the Treasury, to be forfeited in case of failure on their part, and they further engage to deposit \$5,500,000 with the Government so soon as all preliminary legislation and necessary arrangements have been completed, and besides, to lodge with the Government a sum which will produce fifty-six thousand dollars a year, and which is to be set apart as a sinking fund to pay off the amount guaranteed by the Province, or to meet any deficiency in payment of interest. Under this arrangement 520 miles of railway will be taken over or built by this Company. Railway communication will be secured to nearly every important point in the Province, while a large sum will accrue to the Provincial Revenue, namely, \$67,500 per annum, being the interest on \$1,350,000, to be paid by the company to the Province, exclusive of the purchase, at the rate fixed upon, of the various railways now operated by companies. The Province thus gets back the larger portion of the subsidies paid out, railway communication is improved and greatly extended, and Provincial Revenue secured which will enable the Government not only to increase the Grant for the road and bridge Service to its former volume, but to foster and strengthen other Services which have suffered through the extravagance and incompetence of the former Government. For this boon the people of Nova Scotia are indebted to the present Local Govern-

ment, and especially to the perseverance and firmness displayed by the Provincial Secretary in bringing it to a successful issue. The ground lost through the imbecility of the old Grit Government has been thus more than regained, and it is not likely that success will be imperilled by entrusting to a broken faction which failed so disastrously four years ago, the power or opportunity of repeating that failure in a more intensified form, by again giving them control of the Provincial Finances.

#### CAPE BRETON RAILWAY EXTENSION.

Railways east and west were promoted and subsidized by the Grit Governments during their ten years of power, from 1868 to 1878, but the Island of Cape Breton, though contributing its fair share to both the Dominion and Provincial revenues, received no such consideration. A million and a half was spent in railway subsidies for the mainland; \$27,000 for the Road Service in lieu of extension of the general railway system through the Island was all that the former Government could afford to give or offer, a sum not sufficient to construct one mile of road. This state of things was all along felt to be both unjust and injurious to the people of that portion of the Province. They contributed their share and more than their share to the Provincial revenue, and yet their rightful claims had been neglected. One of the main objects of the Syndicate Scheme, therefore, was to secure the construction of a line of railway through at least a portion of Cape Breton, and accordingly the building of 80 miles of road from the Strait of Canso forms a part of the arrangement. By this means the people of that part of the Province will no longer be comparatively isolated, but brought into rapid and easy communication with all points in the Dominion during all seasons of the year. The great natural resources of that part of the country will be developed, a remunerative market will be opened for its products, traffic and travel will be greatly facilitated, and the wealth and comfort of the people vastly increased. This result has been brought about in the face of persistent opposition from the so-called Liberal party, who have done and are doing every thing in their power to render nugatory its successful accomplishment. The present Government are pledged to see this and every portion of the Syndicate Scheme carried out in their

integrity. Their opponents are equally determined to bring them to nought, should they have the opportunity. Which party ought to receive the support of the people of Cape Breton?

#### THE NICTAUX AND ATLANTIC.

This road, the construction of which was intended to benefit the Counties of Lunenburg, Annapolis and Queens, and open up the resources of that portion of the Province, affords a still more striking illustration of the imbecility and recklessness of the Grit Government than either of the two railways already noticed. Had even ordinary care or capacity been manifested on the part of the then Administration, much of the loss suffered alike by the promoters, the contractor, laborers and people generally of that part of the Province might have been avoided. It is a story of hopeless bungling and disaster from first to last, and the \$95,000 paid out of the Provincial chest in the form of subsidy was worse than squandered, for it only tempted others to embark in a work under auspices from which nothing but loss could result. There was absolutely no security either given or taken for completing, much less of operating the road. The finances of the Province at the time did not justify the undertaking of the road without a sufficient guarantee that its proprietors had means enough behind the subsidy to carry it through. With caution and prudence exercised at the outset, the work might have been constructed at least in part, and carried to completion with increased Provincial and other resources in course of time. But instead of observing the dictates of common sense or of the Act which required the company to expend \$2 for every \$1 paid in subsidy, dollar for dollar was the practice. It is not necessary to dwell upon this melancholy exhibition of administrative incapacity.

The new Government stepped in and paid laborers' wages to the extent of \$20,000. The work was abandoned and need not have been abandoned had ordinary precautions been adopted at first. It is, however, gratifying to know that this railway, after all, will be completed. The Syndicate terms enable the Government once more to take hold and to carry it through without embarrassing the Provincial resources. The undertaking, however, will be carried out with full security and guarantee that it

will be completed and the road operated, and, as the Provincial finances improve, railway extension will doubtless branch still further westward, taking in Queens and a part of Shelburne. Of the natural resources and capabilities of that part of the Province there can be no doubt whatever, and as the National Policy develops and extends home industries, our revenues will keep pace with them and enable the Government to make the Nictaux and Atlantic an accomplished fact. To make this possible the past policy of the Liberal-Conservative party, both Dominion and Provincial, must continue in the ascendant. The triumph of the Grit combination at the approaching election would mean the bluest of blue ruin to east and west alike, but of that there is but the slenderest of prospects. The patriotism, intelligence and self-interest of the electors of every county in the Province will be on guard to prevent such a calamity.

#### THE LEGISLATIVE COUNCIL.

Public opinion all over the Province has been all but unanimous in favor of the abolition of this body. The present Government on acceding to power, lost no time in giving practical expression to this desire. The Imperial Government was memorialised on the subject. Steps were taken to bring about this result by exacting from all new appointees a pledge to vote for its extinction. This has been out of no disrespect to that venerable institution. Its former usefulness and the high character of its members as a body in the past are cheerfully admitted; but it has long been felt that its services could be dispensed with and that the financial exigencies of the Province demand that the \$13,000 a year necessary for its maintenance could be put to much better purpose by being expended on our roads and bridges. Even our Grit opponents do not venture to question this fact, but with characteristic inconsistency and want of principle they have done every thing in their power to thwart the efforts of the Government in this direction, and were the loudest in their taunts and rejoicings at every indication of want of success or discouragement from outside quarters in accomplishing the wished-for object. This is another of the planks of the Conservative platform which will be certain to be cast aside should their opponents have the administration of public affairs. The people have

not forgotten that when Hon. Mr. Butler, in a fit of passion and pettishness, introduced a bill last session for the abolition of the Council, not one of his so-called Liberal colleagues supported him. Every man of them gave an emphatic No, proving beyond all doubt that the extinction of this body and the consequent saving of \$13,000 a year thereby must take place under the auspices of a Liberal-Conservative Government. Under an Opposition combination such a consummation is utterly hopeless. This then is an additional reason why every friend of economical government should rally round and triumphantly sustain Liberal-Conservative candidates at the approaching election.

#### COUNTY INCORPORATION ACT.

The mode of expending the Road Money through the members of their respective counties had long been felt to be a crying evil, a source of temptation, jobbery, and not seldom of corruption, with the natural result of inefficiency and waste in the management of this very important Service. It had long been a bye-word that the Road Service was largely used in demoralising constituencies by purchasing political support in the manner of distributing it. The Road Service consequently suffered. This could not be denied by the Liberal party, yet during the eleven years they were in power they made no attempt to reform the evil. The present Government during their very first session took hold of the subject in earnest and introduced and passed the above measure. It was bitterly opposed by those who call themselves Liberals for obvious reasons. The Liberal-Conservative party were prepared to shew that they trusted the people, and accordingly extended to them a measure of a truly liberal character, giving the management of the local affairs of the county to the people of the county, reforming the mode of expending the road and bridge money, by placing it directly in the hands of a Council elected by the popular voice, so that every district was represented and its rights and requirements guarded by a representative selected for that purpose, with the result that the same amount of work has been done as before at one-half the cost. As might have been expected, difficulties have been experienced affecting the popularity of the Act, arising from the necessary reduction in the Road Grant, caused by the reckless extravagance of the former Government. There is, however, a remedy for this in the near distance. Already the increased and increasing Provincial revenue

has enabled the Government largely to augment the road allowance of 1879 and 1880. The amount given for roads and bridges in 1879 was \$85,500. In 1882 it was nearly double the amount, being \$150,000. By the exercise of the same wise and prudent policy which has marked the three past years, there is a prospect, amounting almost to a certainty, that next year will find the vote at least \$200,000, and that within another year or two it will reach as high a point as during any previous period.

Had the present Government only thought of strengthening themselves in the counties by the old corrupt means, they would, like their political opponents, have sought to keep up the old order of things. Their desire, however, was the efficiency of the Road Service, and to bring this about they decided that it would be best to give over the distribution of the money to each County Council, who would see, in the generality of cases, that it was spent to the best advantage. The measure, from its newness, has not in every instance run smoothly, but the principle being sound and true, the necessary remedies can from time to time be applied till it gives perfect satisfaction. A Grit Government would not have introduced such a measure till the crack of doom. For years they had seen it in beneficial operation in the other Provinces, but could never call up courage enough, or honesty enough, to part with a source of support which, however vicious in its character, might be found useful on a political emergency.

#### THE BRIDGE BILL.

The object of this bill was to secure means for the purpose of constructing the larger bridges throughout the Province of permanent material. It was a most carefully drawn, judicious, and necessary measure. It would have remedied a grievance justly complained of, by adjusting the obligations of the different counties, in proportion to the advances made to them by the Government, placing all upon an equal and equitable footing. It would have secured the construction of bridges of stone or iron across large streams, the want of which, or the dangerous condition of existing structures, was the cause of vast inconvenience and loss in many of the counties. The measure would have imposed no risk whatever upon the Province, as the counties were to pay the interest at five per cent. on the debentures, to be deducted from the Road Grant. If any county objected to this, it need not draw the money allotted to it for bridge construction, and would receive in lieu



its full road grant. A more just or more equitable measure was never presented to Parliament. It had the support of every member of the Assembly, and yet by a majority of one was thrown out in the Upper House. The money borrowed would not have been a permanent debt on the Province, as the principal was to be redeemed in twenty years by a sum set apart annually for that purpose, and which might be considered a portion of the grant for the Road and Bridge Service. The life of a wooden bridge is from eight to ten years, that of an iron structure from fifty to sixty, while the cost of the latter is not more than double that of the former. In an economical point of view, the saving would have been great, and the efficiency still greater, the cost would have been a minimum secured in a way that would have involved no risk to the Province, and would have been scarcely felt by the counties. Yet, though passed unanimously by the representatives of the people, and anxiously desired by the different Municipalities, this most useful and desirable measure was, almost without debate or reason given, twice rejected by the Legislative Council in a spirit of the merest faction.

#### THE FINANCIAL QUESTION.

This, after all, is the most important point to be considered by the electors of Nova Scotia. It is of surpassing interest to every one, that the policy of a Government, whether Dominion or Local, should be such as to develop most successfully the resources and capabilities of the country. Revenue always follows at the heels of prosperity, and of this truth no illustration could be furnished more forcible or striking than the industrial and financial history of this Dominion and of this Province during the past three years as contrasted with the starvation years from 1874 to 1878—years of wretched deficits at Ottawa, and of financial extravagance and incapacity, culminating in debt and disaster on the part of the Local Grit Government of that period. In ten years, from 1868 to 1878, that combination, miscalled the Government, managed to expend altogether about eight millions and a half of money, including the sums given away as Railway Subsidies. The revenue in those days was ample for every legitimate want, and yet with an income averaging nearly \$700,000 a year, they dissipated three fourths of the two millions to our credit at Ottawa, and left the Province besides in debt to the amount of several hundred thousand dollars.

The party who brought this about are now eager candidates for place and power, to enable them to repeat the same experiment and land the Province in the same calamity. They know well that whoever may lose, they at any rate will be sure to gain, as they gained before by public plunder. The expression may seem strong, but it is not too strong, as we will prove.

In 1878, the last year of Grit rule, the Provincial expenditure was \$750,000 in round numbers. To enable them to spend this great sum, what did they do? They took from the regular revenue every dollar they could. That revenue, in reality, including the subsidy belonging to the year was only \$472,000. That was all they had any right to expend, but besides this, the subsidy of 1879, was drawn upon to the tune of \$100,000. The Debt Account was drawn upon to the extent of \$39,000. In addition to this \$42,117 was borrowed from the Provincial Railway Account. All this was done, though that very year this spendthrift Government had besides, a windfall in the shape of money for Old Stores amounting to \$58,964. And yet, notwithstanding all this, when driven from the power they had so abused, they left the Province in debt not less than \$350,000, for borrowed money. Was there ever in the history of this Province, such a record of wanton and reckless waste?

For an explanation of this disastrous state of things, we turn to the Financial Returns for that eventful year. In this Blue Book we do not find that the regular Provincial Services received any exceptional allowances. Agriculture, for example, got less in 1878 than it received in 1881. The Office Contingencies, about which a small and contemptible outcry was attempted to be made, were considerably larger in 1878 than in 1881. The cost of Criminal Prosecutions was as nearly as possible the same in both years.

To collect a revenue from Crown Lands in 1877 of \$6,938 cost \$6,650, while in 1881, \$23,363 was gathered from the same source at a total expense of \$10,000.

The Education Grant was about as large in 1881 as it was in 1878—larger, indeed, when we take into account the withdrawal of the allowance to Colleges. But in 1878 there was a large sum for Interest. One cannot borrow without having to pay the piper. In 1881 the amount under that head was comparatively trifling, almost nominal.

The Mines Office in 1878 was a perfect mine of outlay considering its meagre income. Local Works and Mines shewed an expenditure in

1878 of \$47,800, while in 1881 the total amount paid under the same head was only \$18,500. But while the revenue from the Mines in 1878 was only \$50,000; in 1881 it was upwards of \$100,000, or more than double, viz., \$101,691. The "Special" expenditure in 1878 was not less than \$36,680; in 1881 it was nothing.

We might go on comparing or contrasting the last year of Grit rule with that of the year 1881,—But it is scarcely necessary. It is enough to state the result. In the one case there was an over expenditure of more than \$250,000 over the legitimate income. In the case of the present government, while the Local services were, in nearly every instance, served as liberally and more efficiently, the balance at the end of the year was in favor instead of being against the Province. Yet this very Grit party with its policy and practice of prodigality, regardless of Provincial requirements, is again in the field asking the support of the people of a Province which they had brought, less than four years ago, to the verge of bankruptcy and ruin.

They stand forth to-day, the avowed opponents of industrial development and political progress. Our Mines, which afford one of the main sources of Provincial revenue, and give employment to many thousands of people, their policy would destroy. It is the same with our lumbering interests,—our progress in railway construction,—and the development of home manufactures. They stand forth as a sort of professional destructionists of everything calculated to add to the comforts of our people and enhance the prosperity of the country. While claiming the name of Liberals, they bear the worst characteristics ever attributed to Toryism. The mission of their press is to cry down every improvement, every advance made in home enterprise, to thwart, misrepresent, and abuse, to belittle and sneer at every indication of national progress. They would like to get the votes of our hardy and industrious fishermen, yet they cannot conceal, in the hatred of their political opponents, their bitter mortification at the annual grant of the munificent sum of \$150,000 in their behalf. They pretend friendship, great friendship for the farmer and mechanic, forsooth,—and yet they are never weary of denouncing the policy which enables mechanics to buy, and farmers to sell their produce, and gives work to our artisans, by protecting their skill and industry. They expatiate with undisguised pleasure upon every indication, real or imaginary, of Provincial mishaps or misfortunes. They are content, in this Province at least, to fill the

role of the political harpy—or the vampyre, living and revelling on the life-blood of their country. It is little wonder, therefore, that the prospective increase in our revenues, the building up of manufactures, the rapidly-growing traffic on our railways, the extension of our public works in every direction, should be to them as gall and wormwood. But so it is. We see fresh manifestations of it in their press every day.

The choice between the two parties, therefore, will not be difficult to make, and we confidently anticipate a result which will not only renew, but strengthen, the position of the great Liberal-Conservative party in the confidence and support of the intelligence and patriotism of the country.

It was the boast of a Roman Emperor that he found Rome brick and left it marble. The Local and Dominion Governments have a like desire to see the country prosper. They can both point with great pride to the relative condition of the country when they entered office in 1878, and its progressive and prosperous position in 1882; and they can, with every expectation of success, once more appeal to the country for a renewal of public confidence. The history of these four years as regards national progress is, beyond all doubt, the most gratifying and the most remarkable in the annals of our common country. As regards the Province of Nova Scotia, it is found during the McKenzie *regime* that every concession asked for by this Province, no matter how necessary or how reasonable, was rudely and peremptorily refused. Within the past four years, and especially during the last session, a different state of things has been experienced. Our coal industry has been largely developed by a moderate and judicious protection. The Pictou and Windsor Branch Railways have been surrendered to the Province to aid in further railway extension. The Intercolonial, at great expense, has been extended to what is called the Deep Water Terminus. An Elevator is being built at Halifax at the cost of the Dominion Government. A large subsidy has been offered towards the construction of a Dry Dock at Halifax. \$150,000 a year, for twenty-five years, is to be given for what is known as the Chignecto Ship Railway. A subsidy of \$224,000 has been granted to the Gulf Shore Railway; and \$150,000 a year for all time to come in aid of the Fishery interest of the Maritime Provinces.

Again, the Provincial Government within three years, by judicious and careful management, have rescued the Province financially from

the condition of virtual bankruptcy in which they found it, and placed it on a sound and satisfactory basis. Under their rule the revenue from the Mines Department has more than doubled. The revenue from the Crown Land Department has almost quadrupled. The expense of running the different Services has been very greatly reduced. The extortionate charges connected with Public Printing, which were a scandal to the Province, have been put an end to. The Service called "Special," which was a nest of jobbery and corruption, they have extinguished. Under their management the revenue year by year has increased and is increasing.

Their legislation during the past four sessions has been marked by wisdom, prudence and energy. The counties, by the County Incorporation Act, now manage their local business. Acts for the better regulation of Mines, for the management of our Railways, of Crown Lands, for the encouragement of Agriculture, the improvement of Education, and many other departments and subjects too numerous to mention, have been carried into effect. Their past record speaks for itself. It is a record of steady progress and improvement in every Service of which they have had the control. They have redeemed the Province from the verge of bankruptcy—have brought expenditure within income, while maintaining efficiency in every department. They may appeal, therefore, with just confidence to the constituencies of the Province for a renewal of that support which was so generously extended to them in 1878. It will be their object to continue to advance the best interests of the Province, to protect its rights, and promote its various industries to their best ability. Their opponents have nothing to present or promise, but taunts and sneers. Their past history is their strongest condemnation, while the present Government base their claims upon the support and confidence of the public, not upon what they promise, so much as upon what they have done, and point to the present condition of the Province and its local revenues as contrasted with what it was in 1878, as their strongest claim to a support and confidence which they are convinced will be as warmly and fully extended as it was when they were placed in power four years ago.

Suppose for a moment that the so-called Liberal Local Government had succeeded in obtaining a renewal of power for an additional four years in 1878—that the wasteful expenditure of the preceding four

years had been continued, as it probably would, what position, as regards credit or solvency, would this Province occupy to-day ?

The revenue in four years had fallen away from \$758,502 in 1874, to less than \$500,000 in 1878. In the Financial Returns of 1878, it is true, the income for that year is given as \$775,275 ; but to make up this sum the \$100,000 of overdrawn subsidy is included—the Windsor and Annapolis Indemnity Account, the Normal School Special Account, the money for Old Stores, the money taken from the Debt Account for Cape Breton Roads, Railway Advances, and other sums, which were not revenue at all—amounting altogether to nearly \$300,000—so that the actual income was, as has been stated, less than \$500,000. There would thus have been an annual deficiency of some \$250,000 per annum for four years, so that the Provincial indebtedness, irrespective of railway liabilities, would have been to-day, in all likelihood, in the neighbourhood of a million and a half of dollars. By the Treasurer's account at the end of 1881 the amount due by the Province, exclusive of unpaid Railway Subsidies, (a legacy of the preceding Government) was only \$300,275, and \$242,901 of that liability is due to Debt Account at Ottawa, which is in reality the Province's own money.

Such is the record which the Liberal-Conservative Government has to place before the people of this Province. By the exercise of care and skill and prudence, they have recovered in four years nearly all the ground lost by their opponents. They have maintained efficiently the Services of the country. They have placed the Crown Land Department on a sound and profitable basis. They have more than doubled the income, while they have greatly reduced the expenditure, connected with the Mines Department. They have given self-government to the Municipalities. By their railway policy they have completed an agreement with a Syndicate Company which will give nearly 200 additional miles of railway accommodation to the Province, not only without any charge upon the Provincial chest, but on terms which will add to the annual revenue \$67,500, which will be a great boon to the Road and Bridge Service.

By means of the Funding Bill, had they succeeded in carrying it, they would have been in a position to meet all the liabilities of the Province as they existed at the end of 1878, including unpaid railway subsidies, at an annual saving in interest of about \$8,000, as under the provisions of the proposed Bill the money when needed could have been obtained at 5 per cent., as compared to 7 per cent. in the form of

temporary loans from Banks, while if *not* needed it could not be borrowed or taken for any other purpose. In 1878 the direct indebtedness of the Province was \$350,000, for money borrowed or debts incurred. The unpaid subsidies on the Nictaux & Atlantic and the Eastern Extension Railways amounted, at the same period, to \$533,362; making a total of \$883,362, for which by legal enactment the Province was liable, and from which it could not and cannot escape. Prudence and patriotism said, "Let these engagements made by our opponents, disastrous as they are, be met at least at as small a cost to the Province as possible;" but the spirit of faction cried out, "No matter what the cost, let us thwart the Government," and, with the Legislative Council as its instrument, it unfortunately succeeded! This latter body, independent of the loss and inconvenience it has caused the Province by its obstructive policy, has cost, during the past four years, for its unnecessary maintenance, some \$60,000. This large amount the present Liberal-Conservative Government made strenuous and repeated efforts to save, so that it might be applied to our road and bridge service, but were thwarted and defeated in their object by the organized opposition of that party, by which they are now and have all along been opposed.

Carrying such credentials as the above in their hands, they can appeal for a continuance of the confidence and support of their countrymen, with a full conviction that in the best interests of the country their past conduct and policy will be endorsed by the electors of this Province sustaining them at the polls with the same triumphant results as distinguished the appeal made to them in September, 1878, when their verdict swept out of political existence a policy and a Government that had brought this Province and the whole Dominion to the verge of bankruptcy, and had paralysed every industry throughout the length and breadth of it. Let every elector, therefore, who remembers the stagnation and depression which pervaded every department of industry during the dark period of 1874-78, as contrasted with the progress and prosperity which have characterized the past four years of Liberal-Conservative rule, give his support, his energy, and influence in favor of a party whose continuance in power means a continuous and progressive increase of the present prosperity of the country.

## APPENDIX.

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### *An Act Respecting Bridges.*

Whereas it is desirable that the larger Bridges on the Highways of Nova Scotia should be constructed of permanent material, as far as possible; but the funds which are annually appropriated by the Legislature for the Road and Bridge Service are found to be inadequate for the reconstruction of such Bridges, or even for their efficient repair from time to time,

Be it enacted by the Governor, Council, and Assembly as follows:—

1. The Lieutenant-Governor-in-Council is hereby authorized, at any time after the passing of this Act, or from time to time as may appear best, to issue debentures in such form as he may approve, bearing interest at a rate not exceeding six per centum per annum, and expressed to be for the Bridge Service of Nova Scotia. The said debentures shall not exceed the total amount in the Schedule hereto annexed.
2. The interest on the debentures so to be issued shall be payable half-yearly, and the principal thereof shall be payable by such annual instalments as shall enable the whole to be paid within twenty years from the date of issue of the said debentures.
3. The moneys to be realized from the sale of said debentures shall be placed to the credit of the several counties of the Province, according to Schedule A to this Act, and an account shall be kept with each county of the amounts which may from time to time be paid out of such fund for such county and each county shall be credited half-yearly with the interest at five per centum on the amounts in said Schedule remaining undrawn, excepting as to the County of Inverness, which, by reason of past advances, shall be entitled to receive no allowance of interest; and except, also, as to the County of Cape Breton, which shall not be allowed any interest in respect of Two Thousand Dollars of the amount set opposite to the name of the county in the said Schedule.
4. The moneys appropriated to the several counties in Schedule A, together with the interest which shall accrue thereon until the same shall be drawn, shall be applied exclusively to the construction of such bridges within the said counties respectively, as cost for their construction in permanent material (such as stone and iron) upwards of one thousand dollars, and to such repairs as are hereby hereinafter authorized.



5. Each and every of the requisites hereinafter mentioned shall be complied with before any of the moneys borrowed under the authority of this Act shall be drawn from the Provincial Treasury.

(a.) There shall be a report from the Provincial Engineer, recommending the construction of the bridge, and showing whether the public interests will be best conserved by the structure being erected in whole or in part of stone, concrete, iron or wood.

(b.) Such report shall be approved by the Governor-in-Council.

(c.) The bridge shall have been constructed according to plans and specifications approved by the Provincial Engineer, and by the Lieutenant-Governor-in-Council.

(d.) The due completion, in whole or in part, of the work, and the fact that the contractor is entitled to the payment sought, shall be certified by the Warden of the Municipality, and by the Provincial Engineer.

(e.) All the payment sought shall have the sanction of the Lieutenant-Governor-in-Council.

6. All works undertaken under the authority of this Act, or for which payment is sought, shall be constructed and performed under tender or contract, unless a different mode is recommended by the Warden of the Municipality in which the work is to be done, and by the Provincial Engineer, and such recommendation is approved by the Lieutenant-Governor-in-Council.

7. No part of the moneys borrowed under the authority of this Act shall be expended in repairs unless, in the opinion of the Warden and the Provincial Engineer, such repairs would be more advantageous to the public interests than the rebuilding of the bridge, and such expenditure to be subject to the approval of the Governor-in-Council. No repairs or renewals of the wooden stringers and planking of roadway shall be paid for under the provisions of this Act; and no repairs shall be undertaken under the provisions of this Act unless the expense of such repairs will probably exceed seven hundred dollars, as ascertained by tender and contract, or by the estimate of the Provincial Engineer.

8. All works carried on under the authority of this Act shall be performed under the supervision of a competent inspector, who shall be appointed by the Provincial Engineer, but the wages of such inspector shall be paid by the contractor at a rate to be fixed in the contract, and such inspector may be removed from time to time by the Provincial Engineer, and another inspector or other inspectors may be appointed in place of the one so removed. All appointments of Inspectors shall be subject to the approval of the Lieutenant-Governor-in-Council.

9. When the plans and specifications of any works to be performed under the authority of this Act have been prepared and approved, the advertising for tenders and awarding of contracts shall be in the hands of the Municipal Councils and their officers, but the tenders shall be received by the Provincial Engineer, and all

contracts shall be subject to the approval of the Provincial Engineer before any works shall be performed thereunder.

11. The interest which shall be payable by each of the several counties of this Province shall be deducted from the Road and Bridge Service Grant, made to such county by the Legislature, and there shall annually be paid out of the general revenues of the Province such sums as may be necessary to discharge and redeem the principal sum represented by the debentures which may be issued under this Act, according to the provisions of section second of this Act.

12. The amounts borrowed shall not be a charge on the counties when the debentures are paid, and each county shall be credited with its share of the sinking fund from year to year.

13. When there are two Municipalities in the same county, the proportion of money and interest to be received and paid by each shall, in case of disagreement between the Councils of such Municipalities, be ascertained by two arbitrators, one to be appointed by each Council; and in case of disagreement between the arbitrators, by an umpire to be appointed by the Governor-in-Council, and in case of failure of either Council to appoint an arbitrator, the Governor-in-Council shall make the appointment.

#### SCHEDULE A.

Annapolis.....	\$ 20,588.25
Antigonish.....	18,419.74
Cape Breton.....	12,460.08
Colchester.....	24,000.00
Cumberland.....	21,723.77
Digby.....	17,349.16
Guysborough.....	15,972.29
Halifax.....	18,331.11
Hants.....	21,542.17
Inverness.....	12,000.00
Kings.....	19,338.38
Lunenburg.....	22,926.93
Pictou.....	28,030.80
Queens.....	19,400.00
Richmond.....	20,100.00
Shelburne.....	20,100.00
Victoria.....	13,719.04
Yarmouth.....	20,100.00
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	\$346,101.76

### THE LEGISLATIVE COUNCIL.

The following extract from the *Toronto Globe*—the leading Grit journal of the Dominion—is a complete endorsation of the course which has been followed by the present Government in their endeavors to bring about the abolition or extinction of the above body. This mode has been adopted by them as a *dernier resort* irrespective of the direct efforts which have been persistently made by Memorial and otherwise to the Imperial and Dominion Governments, efforts, however which, instead of being supported by the Grit party, have been opposed and thwarted in every possible way:—

#### The best method for abolishing the Legislative Council.

*Toronto Globe, March 28, 1891.*

“The Bill to abolish the Legislative Council was thrown out by that body, though it was a government measure. The Government, if it is sincere in its wish to effect the proposed change, can set about the accomplishment of that end by nominating to the Upper House, as vacancies occur, only members who are favorable to its abolition. It may take time to bring about the desired retrenchment in this way, but, supplemented by awakening public opinion, the plan has the merit of being a sure one.”



