

the city liable, that they should have the agreement drawn up and the bond signed. He believed that if the proper papers had been signed by the properly constituted authorities, there would have been no difficulty—but the members of the City Council felt that they were not bound by any loose expressions or pledges made by some persons at a public meeting in the Temperance Hall, and which never had been ratified by any resolution of the City Council. These are the views of many of the members of the City Council, whether correct or not he was not prepared to say. If the city of Halifax, took stock to the extent of £100,000, she would receive from the Province four per cent. If the Province took it—they would have to pay 2 per cent more. All these sums added together, would give a total annual liability of \$578,700, which the Province would have to pay after the whole of these works were completed—representing a debt of \$9,645,000; but this of course would not accrue at once, but would be spread over a number of years. This appeared a pretty large debt for a population of about 350,000 people, amounting to about \$1.65 per head.

Mr. LEVESCONTE.—Have you taken into consideration, that the Province only guarantees the amount for 20 years, and that it will not be a permanent debt.

Mr. TOBIN perfectly understood that the liability would cease at the end of twenty years—on the extension to Annapolis, and New Brunswick.

Mr. LEVESCONTE.—It does not require as much money to capitalize a sum for 20 years, as if it was for ever. He thought the hon. member had made this mistake.

Mr. TOBIN had made no mistake whatever.

He had also included the St. Peter's Canal in his calculations, which he had put down at \$125,000. He had also taken the trouble to make another little estimate of the indirect advantages which had been derived from the construction of the two short lines of railroad to Windsor and Truro. He found upon looking over the returns of 1863 that there were 110,137 passengers carried over the road and 56,471 tons of freight—9,784 free passengers and 1,192 had season tickets—then take into consideration the time saved in travelling—a farmer leaving Windsor for Halifax by the old route, would have to stop at the various places of call on the road, each one costing him something, and by the time he had completed his business to Halifax, it would be several days before he could get home again—whereas now by the railroad, he could transact all his business and be back in two days.

He put down time saved at \$99,161—saving in freight as compared with the cost of transportation over the ordinary road at \$282,355—free passengers must have saved in time—at the rate of \$2 each \$19,568—season tickets, these are chiefly used by parties who have opened up a number of works along the line, such as slate quarries—powder mills—ice houses—he would put down the direct advantages to the parties at \$5 each, which would amount to \$5,960—then add the amount of net proceeds received according to the Commissioners report, \$149,647—42 making a total of

\$556,718,42-100 while the amount of interest, the Province will be liable for, after the completion of the entire lines, will only be \$578,700. Therefore, in view of these calculations, he thought it would be the best thing to go on with these works, even if we had to run some risk. It was true that the obligations they were about to assume were heavy, but he believed that the revenue and resources of the county would increase to such an extent as to meet every liability that they were about to incur.

No one could deny but that it would be a great advantage to this country, to have direct railway communication with the whole continent of America, and if New Brunswick has determined to construct her line to the borders, it surely was the duty as well as the interest of Nova Scotia to connect with her, and thus open communication with Canada and the United States of America. It was well known that people who travelled abroad, had a great repugnance to sea voyages, and no doubt if these lines of railroad were completed, travellers from Canada, New Brunswick, and the United States, would come to Halifax, to take passage to Europe, and thus increase the passenger traffic and consequently the remunerative qualities of the road.

They had all been accustomed for years to build great hopes upon the construction of the Intercolonial Railroad. For his part he must confess that but as a means for the consummation of a Union of the Colonies he had no great faith in it. As a commercial speculation it would be years before it could pay. As a national work however it was a matter of great importance, and as a means of transporting mails and passengers it would be exceedingly valuable. At present the mails and passengers have to be transported through Boston by sufferance. Suppose any disturbance should take place between England and the United States and that should happen in mid-winter, and it would be necessary to land the mails and passengers, it would take ten or twelve days to transport them over land to Canada.

Unless this line is continued, and the contemplated union takes place, he had serious doubts whether Canada would long remain in her present position as a province of British America. She must have an outlet to the sea. He read a speech the other day of Sir Etienne Tache in which he said, that unless acrostatic science was more fully developed, Canada could not reach the sea by ballooning. However, it is quite certain she cannot remain much longer in her present position. He could not help regretting that Nova Scotia and New Brunswick should be so unpatriotic in a matter of such national and paramount importance as this, as to talk about dollars and cents, that they should be so unpatriotic to the mother country who had spent so much for their defence, as to refuse to make even a small sacrifice for the purpose of helping her to maintain her power on this continent.

He must confess that his views rather went with the member for Yarmouth in his idea that the Government ought to retain the control over the trunk line to New Brunswick, but if there was