

to be remunerative. That must be done, either by the Government or by the aid of capitalists from abroad.

It seemed to him now as it did last winter, that if we could secure the extension of the road to Annapolis by an annual subvention of but little more than £20,000, it would be to the interest of the Province to do so. He thought that the west was fairly entitled to this consideration. The members for that section of the Province had always aided the Eastern members in their public works, and he had no hesitation in saying that the vote given by them last session for the Pictou railroad had not received that consideration it deserved. He thought that the true policy had been adopted, then of securing the trade of Prince Edward Island and the eastern part of the Province. For the same reasons as to means of making the roads more remunerative, he justified the present extension, and he thought he had shewn by figures that challenged investigation, that it was clearly within our means to go on with these works. The hon. gentleman then alluded to the great saving in the way of time and freight which this road would afford to the farmers of the west. Now, by the present road, it cost \$1.20 a hundred weight for truckage from Windsor to Annapolis, whereas it could be taken by rail for 25c., thus saving \$19 a ton, and there was also time saved, as he had shewn, so that in every shape the question was viewed, whether as regards the direct or indirect advantages, it must be looked upon as a great boon to the country. He had made a few calculations of the position of railway affairs in other countries. He found that the State of Massachusetts, with a population of about 1,400,000, had about the same number of miles of railway, or about a mile to every 1000 of population, and their railway debt is about \$55 per head, while ours, estimating our population at 250,000, does not exceed \$18 per head, or about one-third as much in proportion as Massachusetts.

I have made a few estimates of the probable cost and advantages of the Annapolis railway:

Cost of railway to Annapolis, 30 miles, at £6000 per mile.....	£480,000
Interest at 4 per cent.....	19,200
Cost of bridging the Avon £40,000—	
interest at 5 per cent.....	2,000
	£21,000

*Probable returns:*

Population of Kings, Annapolis, Digby and Yarmouth say.....	70,000
Assume that one-half the population of these counties travel over the road once a year, and the gain to each \$2.....	£17,500
Assume 12,000 tons of freight annually, at a gain of \$2 per ton.....	6,000
	£23,500

Here we have more than the annual cost of interest at once; but these are far from being all the advantages that will result. Let us enquire the present cost of getting to Halifax, say from the centre of Annapolis, and as the distance is extended the gain is increased:

Fare by coach to Windsor, say.....	\$5.00
By rail.....	1.35
Time consumed 4 days, at \$1 per day.....	4.00
Expenses while absent, \$1.....	4.00

£14.35

With the railway to Annapolis completed, how would it stand?

Fare per rail, say.....	\$3.00
Two days consumed, at \$1.....	2.00
Expenses per day, \$1.....	2.00

\$7.000

Gain to each person passing over the line \$7.35

The above are given as approximate calculations and results, but they cannot be regarded as extravagant.

The hon. gentleman concluded by saying that he would not weary the House by any further remarks at that late period of the session. He was convinced that in proposing this extension, the Government were acting for the best interests of the country and in accordance with sound policy, and he should vote for the resolution before the House.

Mr. MACDONNELL said that he felt called upon to make a few observations after the remarks that had fallen from the member for Annapolis, who had just addressed the house. That hon. gentleman had called upon the members for the Eastern part of the Province to assist him in carrying this scheme, on the grounds that the Western members had aided in passing the Pictou railroad bill. He (Mr. McD.) could not agree to the question being put on that plea. He had always, upon every occasion when he had expressed an opinion, denied that the East had derived any more advantage from the Pictou railroad than the West. When the distance of the Counties of Cape Breton from the present termini of the railroads was considered, it would be seen that they derived no more direct benefit than the Western Counties. He was sorry, then, to find this cry of last session reiterated—that the East alone was going to be benefitted by the Pictou railroad. It could have no other effect than to produce sectional jealousies, which in a question of this kind should be kept out of sight. If this policy of railway extension was sound, it should stand upon its own merits, and be justified upon provincial grounds, and not as being of advantage to any particular locality. As regards the resolution upon the table, he would say that if it went no further than to authorize the construction of the line to the borders of New Brunswick, he should have supported it, because he believed that that extension would be of great benefit to the whole Province; but he could not see what advantage would flow from the Annapolis line. It could not be said that it was for the purpose of obtaining the trade of New Brunswick, because that would be accomplished by the construction of the Trunk line, and the one would only interfere with the other. He should be compelled, then, to vote against the resolution in its present shape. After a deliberate revision of the financial condition of the country, he had arrived at the conclusion, that it would be unwise to undertake the construction of both lines at the present time. It was true that a resolution of a somewhat similar character had received his support last year; but in voting for it then, he had been actuated principally by a desire to secure the construction of the line to the borders, and with no idea that the Annapolis road would become a reality. He was rather surprised to hear some of the arguments used by the member for Annapolis. He commenced by comparing the state of our finances now with their position in