

force Confederation on the country. The Prov. Sec. accused us of claiming credit for all the good measures which were introduced when we were in office, but if ever there was a set of men who adopted the measure of their predecessors, with the exception of retrenchment, it is the present government. The policy of the late administration was railway extension, and that is the only policy in connection with which these gentlemen can truly boast of success. We bequeathed to them the tariff under which they have collected the revenue, and the railway policy which they have been so successful in carrying out.

Hon. PROV. SECY.—I will not detain the House by an address of any length, but I wish to express my regret that by a memorandum prepared from the Journals in the Financial Secretary's office, I was led into an error as to the amount taken by Mr. Howe for the delegation to Canada. The sum charged against him, I understand, includes the expenses of two of his colleagues. The effect of this is to reduce the \$4,000, which I stated as drawn by him during his term of office, to \$3,600, as against \$2,500 drawn by me, leaving him still \$1,100 over the sum which I received. I am glad that the hon. member has referred to the civil list, because he has thus enabled me to state what I had before overlooked; the very important fact that the moment the government accomplished the object of getting power to deal with the civil list, they introduced a retrenchment bill which reduces the amounts to be paid to the Legislature and the different public officers by \$30,000 a year; and the hon. member true to his principle of resisting everything like retrenchment, resisted that measure as far as he was able, and that amount will be saved to the country, because we were enabled to carry the bill in spite of all the opposition which he and his friends could give to it. I will not go into the question whether Mr. Howe could or could not have retained his office for a longer time; but the statement of the hon. member tallies strangely with the despatch to Mr. Howe, which is on record, recommending him to close the business of his commission as soon as possible. A more imperative command to a public officer to stop drawing the public money never was put on record, and yet we are to accept the assurance that Mr. Howe would have been allowed to hold on. I did not bring any such charge against Mr. Howe as that he had sought his own interests only on the delegation, but I said that the only result of that delegation, for which the hon. member for East Halifax, as Financial Secretary, paid Mr. Howe \$1,500, was to obtain a good office for himself, and that it therefore ill became his friend to talk about delegations. The hon. member tells us that Mr. Howe did everything in his power to accomplish the Intercolonial Railway, but does it lie in his mouth to say that he was engaged in promoting the interests of this country when he was forwarding a measure by which the province was to pay £50,000 per annum for a railway which was so worthless that it would not pay for grease for the wheels? I want to know what excuse he had to make for drawing \$1,500 from the pockets of the people, and for endeavoring to fasten on the country a liability of £50,000 per annum in connection with a

work which was so worthless as that. We were told that the government had adopted the policy of their predecessors. Surely that should not be made a charge against us; but there is a great deal of truth in it; and the fact is, that on every occasion on which we have come forward and carried to maturity the measures on which the hon. member and his friends had staked their public reputation, we were met by the most determined hostility from him and his colleagues.

On every question affecting the progress of this Province, the hon. gentleman has assumed the position of an obstructive. All the measures which my colleagues and myself have been able to promote have been passed in the face of the obstruction of the hon. member. What did he do in reference to the Pictou Railway? He got over the hon. member for Yarmouth, and every one he could from this side of the house, in order to defeat and obstruct the Government in their progressive policy. So in respect to the great question of Union, to which he and his friends were so solemnly pledged, he stood forth the uncompromising opponent of the Government and the gentlemen who united with them to accomplish that measure of progress. The same course has been pursued by him with respect to the Intercolonial Railway. No sooner did the present Government take it up and deal with it with the same success that has characterized their whole action in respect to all measures of progress, then he came forward and did all that man could do to prevent the people of this Province obtaining that great work. It was only necessary for the Government, in fact, to propound their policy on any question, and the hon. member ever came out to oppose them. I am quite willing that the hon. member should charge us with having adopted principles which he and his friends had propounded. It is the first duty of a public man to adopt that policy, and to promote those measures which they believe are essential to the prosperity and development of the country. But we have always stood true to the principles we have adopted, and carried them successfully through, while the hon. member has deserted them. We have not spent the public moneys on fruitless delegations, but can point to the accomplishment of great measures as the evidence of our energy and zeal in the public service. I feel, however, that it is altogether unnecessary for me, to labour this question, for I feel that the house as well as the country fully appreciate the position of the hon. member. He stands before the people the opponent of measures of progress.

The hon. member has said that we were unable to give such a large grant to the road and bridge service this year in consequence of Confederation. He knows that the press under his control told the people some months ago that the country was in a bankrupt condition. Yet this Session he has told us that we were able to build a railway to Annapolis, the Intercolonial road, and one to Canso as well. But the hon. member must know that it would be impossible to continue the extraordinary grants hitherto given to the road and bridge service the moment we had to bear the annual interest on the Pictou railway. He knows, too, that if it had not been for Confederation we could not have been able to give the large ex-