

these monies were to be applied for the purposes contemplated in the act. He thought that there was no doubt that the object of the law was to apply these monies to the opening up of roads through the Crown Lands, the discretion left with the Government was as to the time and manner in which they should be applied. He was therefore quite satisfied with the statements made by the Prov. Sec., and he thought that what he promised, was all that the members for Cape Breton had a right to ask.

The object of the members for Inverness in making the application they did, was not to supplement the road grant, but to apply the money to open up roads through Crown Lands, which was the legitimate purpose contemplated by the act.

The hon. gentlemen explained the object of making the alteration in the law, alluded to by the hon. Pro. Sec. It was held out as an inducement to settlers to take up Crown Lands, that they would be able to pay for them by their earnings from the expenditure of the public monies, in the opening up of new roads; but when the three years specified as to the time for payment had rolled round, it was found that they were unable to pay, and the time had to be extended.

As regards the amount of justice that Cape Breton had received in the distribution of the public monies, while he was prepared to acknowledge that the Government had dealt as liberally with her as with the rest of the Provinces, he could not admit that she was under very great obligations. According to population she had just received what she was entitled to, one-fifth of the whole grant. This however was a distinct question, and depended altogether upon the rights which the law gave them, and he was satisfied by the assurance, that the Government intended to carry out the provisions of the statute.

Hon. FIN'L. SEC. said that this was not a question of justice to Cape Breton, and the hon. Prov. Sec. had done perfectly right, in rebuking the hon. member for Inverness, (Mr. McD.) for placing it upon that ground.

He thought that hon. gentleman had no reason to complain of the way in which Cape Breton had been treated, either in the distribution of the road grant, or in any other branch of the public services. While some counties had their road grants decreased, almost every county in that Island had theirs increased.

He would go further than the hon. Pro. Sec. had, and say that if the Government had acceded to the demand of the member for Inverness, and supplemented his new road grant, as he wanted them to do, they would have acted contrary to law. He thought that he ought to be satisfied with the assurance that had been given, that the Government intended to carry out the policy of the law, as soon as they had received the necessary information from the Crown Land Surveyor.

Mr. S. McDONNELL was glad that the government had at length announced the policy they intended to pursue in this matter. The hon. Pro. Sec. had thought proper to intimate, that in making his remarks he was actuated by covert motives.

He (Mr. McD.) did not think the course that hon. gentleman had thought proper to pursue in reference to this matter was conducive to strengthen the relations that subsisted between them, as to add to the decorum which should prevail in that House. He had stood in his place, in the performance of a duty he owed his constituents, he had no private interests to serve, but he was simply demanding the rights which the law gave them. He most emphatically denied that Cape Breton had received more than her just share of the public moneys, or that he had demanded anything more than the Government were bound to give.

Mr. C. J. CAMPBELL denied that there was any combination on the part of the members for Cape Breton. He considered it unfair for any one to attempt to get up a feeling against that section of the Province. He pointed out the provisions of the act of 1859, and contended that it had not been carried out as originally intended. He alluded to the Crown Lands' office, and considered that more energy should be infused into the working of that department. He pointed out one or two cases within his own knowledge of the way the business of the people was impeded in that office.

The subject then dropped.

Railway Extension.

Hon. PROV. SECY. then moved the resolution for Railway Extension, which he had laid on the table some days previously. In doing so, he stated that he did not intend occupying the attention of the house with any lengthy remarks, for the simple reason that the policy that this resolution propounded, and the expenditure it involved, had been fully discussed, and had received the sanction of a large majority of the Legislature. He would not open the useless discussion whether the present mode of constructing railroads was the best. Suffice it to say, that the Legislature had decided, after a great deal of discussion, to construct Provincial Railways by Provincial funds. When that policy was propounded by the house, it was in connection with a certain scheme of railway extension — that certain lines of communication should be carried out under that policy, and the act originally placed on the statute book, and under which the first mile of railway was put under contract, provided for the extension of our railway system to the borders of New Brunswick, to the Gulf of St. Lawrence, to the Granville Beach on the Bay of Fundy. The house would see that the object was obviously to give to all the people in the different sections of the Province, as fully as was possible, the advantages of railway communication. The cost of railway construction, however, in this Province proved to be worth so much more than was anticipated, at the time the act was placed on the statute-book, that it was found impossible to go on with the policy as originally laid down. At the last session, however, the house decided to go on to Pictou, and tap the Gulf of St. Lawrence. The Government, in bringing forward the act for the construction of that railway, felt it was their duty to the outlying sections of the country to lay down a policy which, without burdening the Provincial funds, would, at the same time, give the facilities of railway com-