

Mr. C. J. CAMPBELL presented petitions from Whycomagh and Victoria on the same subject, praying that the Act may be repealed, and justice done to the complainants by the house. The latter was to have been amicably settled, and he had withdrawn a bill he had introduced, with that understanding. No satisfactory arrangement, however, had been arrived at.

THE INTERCOLONIAL RAILWAY.

Hon. PRO. SEC'Y. introduced an Act to amend the Act incorporating the St Lawrence and Bay of Fundy Company; its object is to prevent the Company interfering or coming into conflict with the Inter-Colonial Railway.

Mr. S. CAMPBELL—Will the railway come as far as the borders of Nova Scotia?

Hon. PRO. SEC.—I suppose that the hon. member's enquiry was made in jest, but I would remark that his question may become one of very serious consideration. If his friends could secure a majority opposed to Union and pledged to obstruct it, the parties under whose control the construction would be might question the propriety of extending the road beyond the borders of New Brunswick. If a large obstructionist party could be got together with a prospect of detaching Nova Scotia from the Union, there is no knowing what effect it might have on the building of the road. Those opposed to Union after failing to defeat the Railway project by representing that the debt would be repudiated and that the road would not pay grease for the wheels, may yet succeed in getting up such hostility as will prevent the city from obtaining the benefits of the line. If the road be built to Halifax it will be because those with whom the hon. gentleman is acting were powerless to prevent what every Nova Scotian regards as the greatest boon that his country can enjoy.

Mr. S. CAMPBELL—The hon. gentleman has attributed to me a desire to obstruct the interests of the country in this particular, but I think that the charge is not justified by my action in the House. My remark, however, in reference to this bill was not without meaning, for the delegates have not taken care as they should have done, that the road should be commenced at both ends. Again, only three millions are guaranteed, and as this sum would be insufficient, I ventured to doubt that the road would reach the point of communication referred to.

Hon. PRO. SEC.—I understand the hon. member then to repudiate the action of the people's delegates,—if he does not do so he is responsible for their acts. Those gentlemen laid upon the table of the Imperial Parliament a declaration drawing attention to the fact that all the money which Mr Howe had asked for was three millions, and that this was all that the Imperial Government were pledged to. They thus endeavored to prevent our getting another shilling beyond the three millions. If they had been believed, the credit of British America would have been destroyed, and their determined and avowed policy was to oppose the construction of a single mile of railway. When

the hon. member for Guysboro' heard his friend acknowledge the truth of these charges on the floor of the House, and when he continues in co-operation with the hon. member for East Halifax, I ask if he does not place upon his own shoulders the responsibility of endeavoring to obstruct the work. I was glad when I heard him (Mr. Campbell) declare that the Union having become a fixed fact, he was prepared to give his best energies to carry out the new system, and to obtain all the advantages that could be obtained for the country. That declaration was creditable to the heart and to the head of the hon. gentleman, because every intelligent man knows that the people would turn their backs with scorn and indignation upon the men who would shrink from taking such a position as the interests of the Province demand. But when the press advocating that gentleman's views has repudiated those doctrines, and has declared that so far from endeavoring to make the change beneficial to Nova Scotia their object is to obstruct and destroy and defeat the advantages which the country might expect, whatever his views upon the question of Confederation, every man actuated by a spirit of manly patriotism must act upon the view enunciated by the hon. member for Guysboro'. But that gentleman's associates have proclaimed that instead of seeking an onward course for Nova Scotia their only motto is obstruction. The hon. gentleman's sentiments having been thus repudiated, he must come out from the company of his associates or must take the responsibility of standing in the company of men whose only aim is to impede the country's progress. Am I not right, then, in saying that under certain circumstances there is a possibility of the railway stopping at our borders? But I believe that when the true position of these gentlemen is placed before the intelligent constituencies of the country; when they are called upon to choose between the friends of union who will be prepared to combine in making the union as largely beneficial to the country as possible and their opponents who are opposed to everything like progress, there is not a constituency but will turn their backs with contempt upon the men who being unable to carry out their individual opinions are prepared to trample under foot the prosperity of the country. The men who crossed the water as the people's delegates, the hon. member knows have defamed and libelled the fair credit of the country, giving the lie to all their past lives, and stating that the railway which they had held out as the highest boon would not pay grease for its engines, and were compelled to admit that they urged the British Government to spend their money in iron-clads and everything but in giving to the Province that position which God and nature intended she should occupy. And in what position are these gentlemen to-day? Is it the position of myself and my colleagues who having fought the battle through and accomplished the great union, are prepared to commit their fame and future fortune to the hands of the free electors of Nova