

bridge with a roadway for the accomodation of the public. These matters should not be left indefinite in a work of such extent and importance.

Mr. COLIN CAMPBELL said he was glad to hear the member for Yarmouth express his views on this question, as he (Mr. C.) intended to ask for an extension to Digby. It was evident that danger might arise from leaving too much power in the contractors' hands, and he hoped that the Government would not allow the terminus to be at Troop's Point.

Hon. PRO. SEC., as to the financial part of the question, said that under Confederation Nova Scotia would be allowed to come in with a debt of eight millions, and in case the debt exceeded that amount, the assets representing the increased amount would belong to the Province. The delegates had found it impossible to make a contract for the extension except on the terms of allowing the contractors to choose from the routes surveyed by Mr. Fleming, but the best guarantee that could be desired was the fact that those gentlemen were investing large sums of their own money, and their interest depended on a selection that would be favorable for traffic. The reason why a roadway had been stipulated for in the Windsor Bridge was that a sum was provided for its construction, and that sum was more than sufficient for a wooden railway bridge, but the cost of an iron one would be largely in excess, and therefore the company could not be asked to provide a roadway.

Mr. S. CAMPBELL said that when the Government or their officer made a contract under the authority of an Act, the terms of that act should be kept in view. The law authorized the Government to enter into a contract for an extension from Windsor to Annapolis, while the agreement left a discretionary power which had not been authorized. It could not be said that Annapolis county was meant, for in that case the road might stop at the very border. If the agreement were not consistent with the Act it was not binding in the Legislature. The Government, therefore, had not shewn that regard for the law which they should have shewn, and they might as well have contracted for the road to be carried to any other part of the Province as to Troop's Point. As to the bridge, he thought it was understood that ample accommodation should be afforded for the ordinary traffic, but this had been lost sight of. These facts should throw matters connected with the work into their original position, and that being the case it would be wise to consider whether the country was in a position to carry on the extension.

The SPEAKER said that his position prevented him on most occasions from mingling in debate, and he regretted that the Government had not enabled him by allowing the House to go into committee on the general state of the Province, to express his views on the great public question before. He, however, had at last an opportunity of giving to his constituency his views on the subject. The railway policy was one that he had been educated up to by Mr. Howe, and ever since that gentleman moved on the question, he had felt that that subject and the question of the Union of the Colonies, to which public attention was then turned, were matters which, in the interest of the Province, should be steadily kept in view.

In speaking upon the latter question, it was not improbable that he spoke to his own prejudice; but he was not the man who would fail to give the people his views, or who would pander for a seat in the house when a question involving the interests of the Empire was brought forward. He would be happy to resign his seat and retire from public life, if called upon to do so, on the question of Confederation. He put the two questions of Railway Extension and Union on the same ground as regards the breadth of view in which they should be regarded. It was greatly to be regretted that such opposition had been shown to the Western Extension, and it was surprising to see the rejoicing when Knight and Company failed in their engagements. As to the objections raised by the member for Yarmouth it was well known that the previous agreement was worded in precisely the same way. He would have preferred that all mention of Troop's Point had been omitted; but any man knowing the Western part of the country would have no hesitation in saying that the road could not stop there. He well recollected the opposition given in 1851 by the member for Yarmouth to railway construction, and the cry all through the country was that the country would be ruined, and the tax-gatherer would be at every door, but it was found that notwithstanding the extension to Pictou, our road and bridge service was doubly as well provided for as it was in 1851. The same difficulties as to the terminus had arisen in connection with the Pictou line, and the same local feeling would always exist, but members must rise superior to such influences. There could be no doubt that this line, instead of stopping either at Annapolis or Troop's Point, must eventually reach the Bay of Fundy, and for that purpose must go to Digby Gut. In a few days his colleague would move a resolution, which he trusted, would receive the unanimous assent of the house, authorizing the Government to contract for the extension of the road to the waters of the Bay of Fundy. With such a line of communication, the distance from Halifax to Portland would be lessened by hundreds of miles.

Hon. ATTY. GEN. said he was not surprised at the obstruction to the bill. The Government were told, in introducing the resolution for the extension, that they were not sincere, and had taken the step merely to secure support for the Pictou line, that had been repeated over and over again, and some members interested in the Western counties were rather pleased when the commercial depression in London enabled them to point to the scheme as a failure. He had never felt any duty a more pleasing one than when he took steps to carry out the terms of the act, and to give to the western people the road which they had been expecting. Mr. Killam's desire seemed to be that the people should consider the matter and decide,—if he knew anything of the people they were anxious to keep their honorable obligations, and you had only to shew them that they were in justice bound to do anything in order to induce them to demand that it should be done. It was not at that time to be considered whether the road should be built,—that had been decided long ago. The opposition had increased very much in their solicitude to secure the advantages of the road to Annapolis since the time when they voted