

for the Bill, and to give the North Shore every facility to build a railway also.

Mr. KERR said it was perfectly out of the question to suppose that the public of the North Shore could construct a line of railway from Shediac to Miramichi, 186 miles long, under the Subsidy Act. He had made a calculation if the 128 miles of railway, for which Acts had been passed, were constructed under the Subsidy Bill, they would involve the Province in a debt of \$11,400,000, and he did not think that that was an amount of debt the Province was prepared to carry. He feared if the Province went on and made a very large expenditure for railway construction, it would, in a short time, find itself in a tight place.

Mr. CUDLIP went into the history of the Subsidy Act. It had been introduced under a very strong pressure, and he believed now it was only brought in as a delusion. He supported it because he was not much in earnest for connection with the United States. With reference to the Bill, he could not see how they could refuse to pass it, unless the General Act was repealed.

Mr. ANGLIN said it would be but right to give the people of Albert this chance to secure the railway. His opinion was, that they had not the means to build it, but he would give them the chance. He hoped he would be mistaken.

Mr. LINDSAY could not see how the hon. member for Northumberland had made out his calculation of \$11,400,000 as the amount of debt that would be incurred by the Province for railway construction under the Act. He (Mr. L.) made it out \$1,200,000. He was perfectly willing to give the company the extension of time, but thought they should be obliged either to build the railway immediately themselves, or make room for others who would.

Mr. BAILEY had doubted at first if the Government would ever be called upon to subsidize any company under the Act. But he had seen reason to change his opinions; and he thought if the St. Stephen and Woodstock branches, and, as he hoped, Western Extension, were built under this Bill, and if the people of these districts get the benefit of the Act, he would go for extending it to Albert and likewise to the North Shore.

Mr. McMILLAN could see no reason why the Bill under consideration should not pass, and he would certainly support it. He thought if all the Bills that had been passed were carried out, and Western Extension, Eastern Extension, and the branches, were secured, the country would be greatly benefited by the Act passed by the late Government. The present Government now took the benefit of that Act, they had taken great credit to themselves for the contract for Eastern Extension, but that contract was founded upon the Subsidy Act.

Hon. Mr. HATHEWAY said, that the less the hon. member for Restigouche said about the Subsidy Act the better. He would like to know if the Bill was not introduced under a strong pressure, and did any member in the late Government believe a mile of railway would be built under that Act. The less that they, as members of the late Government, took credit for that Bill the better for themselves.

Mr. McMILLAN entirely disagreed with the Hon. Commissioner of the Board of Works. He (Mr. McM.) knew exactly what the influences were that were brought against the Government. He thought the late Government had conferred a substantial benefit on the country by the passage of that Act. He appealed to the House if this throwing out insinuations and innuendoes against the late Government by a member of it, did not place that gentleman in a most unenviable position. He (Mr. McM.) did not feel ashamed of the course he had pursued in reference to that Act; nor did he think that any member of the late Government need be ashamed of it.

Hon. Mr. HATHEWAY—The hon. member of Restigouche knew perfectly well the circumstances under which the Bill in question was brought in. He knew that the late Government, in the speech, came down, saying, that they did not intend to go on with Railway construction. He knew when Canada threw up the agreement with regard to the Inter-colonial Railway, and all hope was given up of that work, that a strong pressure was brought to bear upon the Government to proceed with Railway construction in the Province. The Subsidy Act, like all other measures, was not carried by a majority in council, and he (Mr. H.) was in the minority. His hon. friend must remember the castigation he (Mr. H.) received from Hon. Mr. Gray on the floors of this House for expressing an opinion while supporting the Bill, that not a mile of a Railway would be built under it. He would ask the member of Restigouche if he, at the time the Facility Bill was under consideration of Council, believed that the branch to the North Shore would be built under it? He (Mr. H.) had always great doubts about the Bill. He never believed that any roads but the St. Stephen and Woodstock and Fredericton branches would be built under it. He believed the Fredericton branch would be built under it, because it was only twenty miles long; the road was easy of construction, and because he thought this opportunity of thus easily connecting themselves with St. John would not be lost hold of by the people of York. But he never did believe that one hundred and eighty miles of Railway would be constructed under it. With regard to Western Extension, he thought that it ought to have been taken hold of by the Government. The Legislature could not do less in good faith than carry out the Act given to the Albert Company, and assent to the Bill under consideration.

Mr. LEWIS briefly supported the Bill.

Mr. GILBERT said he would support the Bill cheerfully. He was sorry that the Chief Commissioner had shown such an aptitude for being squeezed, and that he could be under pressure, made a party to introduce a measure that he thought prejudicial to the country. He was astonished that the Chief Commissioner had made such a confession; but he hoped he did not carry out that principle of acting under pressure in the execution of the responsible duties of his office. Mr. Gilbert then proceeded to speak of Railway matters. He thought it ought to be the policy of the Government to go on building Railways; it could not be expected that these works would, in a young country like

New Brunswick, pay directly; but in an indirect way they would, by improving the value of property and opening up the country. He hoped that the Western Extension, and other railways, would be built under the Subsidy Act; but he confessed he had great doubts if they could induce capitalists to come in and expend money to carry such works. If they expected to have more Railways they would, he feared, though he hoped otherwise, have to build them out of the Provincial Revenue.

Mr. CUDLIP said, he could perfectly understand what the Hon. Mr. Hathe-way had said about pressure; it was nothing but pressure that induced the Government to bring in their Facility Bill. The hon. member then quoted from the Journals of 1864 the resolutions moved by himself for the repeal of the Inter-colonial Railway Act, and dwelt on the subsequent Legislative action that brought about the introduction of the Facility Bill. He voted for the Bill, though he thought it in some degree a delusion, he was not without hopes that something would grow out of it. Here Mr. Cudlip quoted from the Journals of 1864, the division, April 5th, of the resolution to postpone further consideration of the Facility Bill. (Mr. McMILLAN said, the hon. member's name did not appear on the negative side of the division.) Would the hon. member of Restigouche dare to say that he shirked his vote on that question? He would not permit any one to throw out insinuations against him. It appeared to him that the policy of insinuation ran through everything, the Press of the country teemed with it; the whole business of the country was carried away by insinuation. (Mr. McMILLAN never supposed that the hon. member of St. John shirked the question.) Though his name did not appear on the division, as he was unavoidably absent from the House when the vote was taken, he had supported the Bill.

Mr. NEEDHAM asked what on earth was the matter? Every member who had spoken had declared himself in favor of the Bill. If they thought it right, why did they not vote for it at once, without branching out into an irrelevant discussion. If the time given by the Bill to the Albert Company had elapsed, let the House renew it. The Bill merely sought for an extension of time to carry out the construction of the Railway. With regard to railway policy, he would tell hon. members that railways ought to be owned by the Government of the country, and ought to be built out of the revenue of the country, but only as fast as not to entail too heavy a burden on the people. He did not believe in the principle of subsidizing Companies to build railways. Western Extension and Eastern Extension and other lines might be built under the Act, but eventually they would all have to be ceded over to the Government.

Mr. McMILLAN said the hon. member of St. John was very apt to fly off at a tangent; he was very sensitive as to anything that appeared like an insinuation thrown out against himself; but he was quite willing to throw out insinuations against the late Government. He had tried to leave the impression that that Government were not sincere when they introduced the Facility Bill. He (Mr. Cudlip) forgot the position of the Government.