

against giving the road at all,—he congratulated members on their change of views, and was willing to admit that further security should be pressed for if it could be obtained, but it should be remembered that the original Act said nothing about the bridge excepting for the railway traffic, and £40,000 was agreed on as the sum that the Province should pay for that work, but it was found that a substantial bridge, affording the desired accommodation, could not be built for double the money, and it had to be left with the Company to build as good a wooden bridge as they could, if not of stone, and it would be to their interest to make it substantial as the cost of its maintenance would rest on them. Nothing was said in the act of last year about the bridge, and it was only in London, in 1865, that the first mention was made of it, and the company asked the insertion of a clause to authorize them to build an iron or stone bridge if possible, but not obliging them to make the roadway in addition. The Government then had acted in this matter according to their instructions, and would have been blamed for going beyond their commission if the negotiations had failed in consequence of further accommodation being insisted upon. As to the route, a survey had been made, and the company insisted on having the selection of lines; but one great inducement to the enterprise was that the road might be made the through route to the United States, connecting Halifax with some place from which a ready passage could be made to New Brunswick and enabling passengers to be in Montreal or Boston as soon as by steamer. In order to do so the company had resolved to build such a road that the journey to Annapolis could be made in four hours, and they would require bridges of a very substantial kind. The true interests of the country had been well cared for in securing a first class road for the amount of the subvention. So strong was the opinion in the minds of some that no company could be got to do the work for the sum offered, that a member of the Upper house had voted last year against the bill on that ground. The Government had, however, been enabled to complete the contract for the amount offered, and the effect of the capitalisation would be highly favorable in a financial point of view.

As to Annapolis being mentioned in the original bill as the terminus, it would be observed that in the contract Troop's Point was also mentioned, and the contract was embodied in the act; but even if it had been otherwise, the duty of the Legislature was to take a fair and broad view of the matter, and not to take technical objections. When the question had been previously under discussion, it was considered that Annapolis might not be the best terminus in consequence of the tide and for other reasons; and although it would have been preferable to have had the line to that place, in order to extend it to Digby and Yarmouth, yet all the interests had to be looked to, and the contractors insisted on having the alternative. The act, however, provided that not a mile should be built except on the recommendation of the engineer, and the contractors possessed no power to force it to Troop's Point. All these stipulations were in the former agreement with Knight & Co., which was ratified last year, and the objections, therefore, came a year too late. The fears of some gentlemen, however as to

the road being built to Troop's Point, were groundless; it would be built to Annapolis and was located there already. Some gentlemen would, no doubt, be sorry it would not go to Troop's Point, so that they could have something to grumble at. The arrangement made by the delegates in reference to this railway was the only railway negotiation that had been effected during the year, owing to the depressed condition of business; and the Government having so far succeeded, and having acted in good faith, the house was in duty bound to fulfil the engagements entered into under its authority.

The SPEAKER expressed his pleasure at hearing the announcement that the road would go to Annapolis and not to Troop's Point. He was not aware of this in making his previous observations, but he had felt little doubt on the subject from what he knew of the locality. As he would not be in a position to speak to the resolution for the extension to Digby when his colleague might move it, he would say a few words on that subject. He did not wish that proposition to interfere with the bill under discussion, but when the latter was disposed of no gentleman could fairly consider the request that would be made an unreasonable one. Any one acquainted with the Western part of the country and its capabilities must be aware that the people would not remain satisfied so long as the public improvements they required were within the means of the Province. It would seem that the hon. member for Yarmouth was desirous of preventing the railway moving any further Westward than at present, but if he would soften a little in his desire to oppose the Government he would feel it his duty to come to the aid of Western countries. In five or seven years the road might be expected to reach the town of Yarmouth, for as long as the public finances warranted it, the Western extension would be demanded.

Mr. LONGLEY regretted that the members for Yarmouth and Guysboro' felt it their duty to oppose the bill; the former had a direct interest in the extension, and the latter was in no position to complain after the favorable consideration that the Eastern interest had received. By the projected railway Yarmouth would be placed within a day's journey of the capital, and it was therefore difficult to believe that the hon. member was truly representing his constituency in making the captious objections he had made to the contract. The members for the Western counties had supported the Pictou extension from a sense of duty, and had thereby established a strong claim to the support of the other members on this question. Too much credit could not be accorded to the Government for their untiring efforts in relation to this contract. But for the presence of the delegates and their exertions in London no contract would be in existence. The Annapolis Railway would be built on much more favorable terms than the existing lines. As to the extension to Digby, he thought that when the road reached Annapolis all would have been done that could reasonably have been asked. The measure was entitled to the support of all members representing the Western constituencies, for the terms were so favorable that not only local, but the general interests of that part of the country were benefited. As to the Pictou line, he rejoiced to be able to say