

done by private enterprise, it should be done by the Government. Our staple exports of ships and deals are depressed and likely to continue so. I am informed that there are ship building companies formed in England, Scotland and the Isle of Man, that will supply the whole world. In the North of Europe they only have one-third of the distance to carry their lumber, and they can afford to undersell us in the British market. I believe something must be done, and I believe that something is, connection with the United States. If I differ from men more advanced in years, and with more experience I cannot help it. I believe that if there is any section going to be benefited by this railroad, it is the North Shore. I recollect moving a resolution in 1858 finding fault with the Government for not answering a communication from Nova Scotia respecting the extension of their lines to meet ours, they having to build 65 miles and we 62. I was then in favor of continuing our Railroad from Halifax to St. John; but now I think this country is altered in circumstances. I now think it best to extend the line to the United States. All our exports, with the exception of ship building and the deal trade, liea with the United States. And it is the enterprise of Americans that develop the resources of the country. If this road is built there will be a large amount of trade between the two countries. Suppose there is a steamer running every other day from Restigouche to the Railway extending to the United States. Every salmon a poor man catches there would be worth \$2. We have got to turn our attention to something else besides building ships and manufacturing deals. I think we could have connection with the United States by paying very little more interest than we now pay; we are now paying 6 per cent, when we should get it for three or four per cent. Even if we have to pay six per cent. I believe in four or five years it would be a paying property. There is a great deal of talk about Confederation. It is said we must go into confederation, or annexation. It is a cowardly proposition to put forward against those who are opposed to the Scheme. I am not afraid of annexation to the United States; not that I think this country is able to cope with the United States in warfare; but I can say we are able, very materially, to assist Great Britain. If we should be at war, it will be Great Britain's quarrel and not ours, and it will be time enough for us to meet it then.

Mr. LEWIS.—I was elected to support Confederation, and I am free to support any Government that will bring forward good measures. I think the country requires retrenchment, and I shall support any measure brought forward for the reduction of salaries, and do all in my power to promote the prosperity of the country, and get through with the business as quickly as possible. I believe Confederation would have been an advantage to the country, if we only had a fair shake in the matter, and I do not believe representation by population was a fair shake. I cannot support the building of railways by Government; for Railways, built as Government measures, have been a curse to the country. The fact is, there are so many employees on that line, that it teaches us by past experience not to put any thing further of that kind in the hands of the Government.

Mr. WILLISTON.—I feel bound to vote for the amendment and to give my reasons for it, in as short a manner as pos-

sible. In 1853 arrangements were made with Peio, Betts, Brassy & Co., for the construction of the European and North American Railway, for which they were to receive the sum of £6,500 a mile; part to be paid by the bonds of this country, and part by public lands along the line. This arrangement was entered into in good faith with a responsible company, who had built a large amount of railways in Europe and on this continent. They came and performed a certain amount of work on that railway. The Government in 1856 entered into an arrangement to purchase the work, plant, and every thing connected with it, for £90,000. They also passed certain laws for the construction of railroads from the State of Maine to Shediac, from thence to Miramichi, and from thence to Woodstock. According to that law if the main line was completed there was a certain sum to be expended upon those two branches. This was all done in good faith, and the people of the North supported the proposition, for the arrangement was beneficial for them, and beneficial to the interests of the whole Province. Subsequently the House passed a resolution to strike off those two branches, thereby the law to affect only the main line from Shediac to the State of Maine. By that law the Government had power to build the road as a Government work, and by so doing it has cost the Province £11,000 per mile, instead of £6,500 sterling, only a portion of which was to have come out of the revenue of the country. This should open our eyes in regard to the construction of railways by Government. By the Speech the Government say they would undertake the work if the existing laws presented no obstacle, and the state of the finances permitted; and I have no doubt but what they would commence the work and carry it on, without squandering the money unnecessarily, for I have great confidence in the Government. Although I was elected to support Confederation, yet I have announced my principles as a Conservative, and I am prepared to support the present Government, for I believe they are principally all conservatives (cries of O, no, and laughter.) Two years ago we entered into an arrangement with Canada and Nova Scotia for the construction of the Intercolonial Railway. Nova Scotia and New Brunswick passed the Bill for that purpose, but Canada rejected it. Last winter a pressure was brought against the Government to induce them to repeal that act, so that a measure could be brought forward for the purpose of carrying on the line to the United States; finally a Bill was brought in, which was termed by Mr. Gilbert the Lobster Bill, which provided for railway extension all over the Province. That Bill is now the law of the land; that Bill gives a facility of \$10,000 a mile to any company that would construct those roads. Subsequently to that Mr. Reynolds applied for an Act of Incorporation to extend the line from St. John westward; that act is now inoperative. So that if Mr. Parks should relinquish his claim, there would be nothing to prevent the Government from carrying on the work of Western Extension. Now I am not prepared to give them that power. It would be a curse to the country to have it built as a government measure. I would give companies every facility, and grant them any amount of money? the finances of the country would warrant me in giving, but I shall withhold my consent from placing the whole construction of the railway in the hands of the

Government. I have seen the bad effects of that in the European and North American Railway. My desire is to have the Intercolonial Railway built, submitting the route to the Imperial Government. If the Government of England think fit to carry it through by Apohaqui, or by the valley of the St. John, I would submit to their decision, although I would hope to see it go by the North Shore. After that I would give every facility to Western Extension. It would be for the interest of this country to be connected with the United States—connected with 30 million people by railroad; but I could not, as a member from the North, consent to have the whole of the finances of the country swallowed up by the Government undertaking that work as a Government measure. It is my imperative duty to oppose it. I would not trust nine angels around the council board to build railroads as Government measures. I would give every facility to companies, if \$10,000 a mile is not sufficient to induce companies to construct the roads of the Province, I would give \$20,000. These being my views and feelings, I shall support the amendment.

Hon. MR. HUTCHINSON.—I came from the North Shore, and I am sure my colleagues and I will not disagree about this question, or if so it will be only a disagreement in words, and not in substance. I think the amendment and paragraph are pretty much alike. I did not suppose there would be such a cavil about words. Look at that paragraph; is there any thing in it of which any hon. member can be afraid. I am as much against the Government constructing public works as any man in the House. Our finances are not in a condition to go on with these works, even if there were no companies in existence. How can we give facilities when we have no money.

Mr. CORAM.—I was much surprised to see that amendment moved. There is no danger of the people of this country being driven out of the Province if the resolution was carried. They should have brought in a resolution to go on with the work immediately. They say there are laws in existence which prevent them. If the company formed to build Western Extension had twelve months allowed them to get subscribers to take up stock, the Government did right to mention it in the speech. The twelve months now are almost up, and there are no signs of a Railroad being constructed between St. John and the United States. It is stated that there is no money paid into the revenue from the Railroad; that there has been an extravagant expenditure on the first line established in the Province. It need not be so now; we have the benefit of past experience, and know where improvements can be made. If a man enters a branch of business and loses his capital, it will caution him to be more on his guard. It is so with the expenditure on Railroads. When this line is built we will have the benefit of the past experience of the Engineers who have worked on the previous road. If the road from St. John cost \$40,000 a mile, it is no reason why the branch running to the United States should cost as much, or the branch running to Nova Scotia. If the company having a reasonable time allowed them, and the President of the company says, we are not prepared to carry out the arrangements, why should not the Government take up the work and go on with it? The time has come now to go ahead and not be pulling back. If the Railroad pay but one per cent. and the branches