

members on the floors of the House, on the policy which the Government intend to pursue as expounded by him. He was glad to know the exact position the Government now take, so frankly stated by the Hon. Solicitor General. It is now evident that whatever may be the opinions of hon. members of the House, the scheme of Union is to be no other than the Quebec Scheme. It was put forth to the country that there were to be new negotiations for Union, but now the policy of the Government was made known to be the Quebec Scheme without the modifications asked for. Another point for congratulation was, that the hon. member of the Government had left hon. members to infer that this line asked for would form part of the Inter-Colonial Road. So that after all that had been told the people on the River St. John and in other parts of the Province, that the line was to be located in their neighborhood, it was to go by the North Shore after all. He had no objection to the route now stated to be chosen. He again congratulated the hon. members in the House on the announcement which had been made so fully and frankly by the hon. member of the Government.

Mr. WILLISTON repudiated the idea of announcing the policy of the Government in what he had said, but merely stated that under the Quebec Scheme these lines were to be provided for.

Mr. JOHNSON said the question was not one of the Union of these Provinces; that would come up when the Resolutions were submitted. The object of the hon. member from Westmorland was evident enough. First he strove to prejudice the minds of the members on the River Saint John, and then to influence those on the North Shore. This was just what the hon. member had been striving to do for two years past, to do on the floors of this House what he had failed to do in the Country namely, to divide the public sentiment on the subject of Confederation. The hon. member would surely remember that he went home to England and made arrangements for the construction of the line that would pass through the County of Westmorland, knowing that the Intercolonial Railroad must pass by that route wherever it would go in other sections. For himself and the constituents he represented he would say that whatever route was decided on as the cheapest and most advantageous, would not be disapproved of by the people.

Mr. KERR said the Bill before the House was one of those provided for under the Facility Bill of 1864. The other branches had taken advantage of

the subsidy there provided, and to make the introduction of this Bill the point of attack on the subject of Confederation, was out of place. The Act was a copy of a Bill which had passed the last Session, incorporating the Fredericton Branch Railway Company, and it contained only such provisions as were calculated to secure the requisite amount of means to carry on the work.

Mr. SMITH said he must now go into some explanation with regard to certain statements put forth for a purpose during the late elections. The Railway from Moncton to Truro was not, as the line now contemplated on the North Shore, a merely local affair, it was a matter of interest to the whole Province. It was the line over which the Mills to and from England were to be carried, and affected the people of the whole country—the Governor, and the merchant alike. It was to the advantage of the people generally that that line should be constructed to meet the road at the Nova Scotia border. The delegation when in England met the Company who had contracted to build the road, and they required that inasmuch as the Nova Scotia Government had agreed to provide for land damages to a much larger extent than we thought proper to go, that the Government of this country should allow for all damages over fifty pounds a mile. Mr. Allan and he consulted about the matter, and they decided that they would not be justified before the people if they returned without accomplishing their object. He hoped that the Government would not be called on for damages. It had been said that the Company who had the contract was a bogus concern; but so far they had fulfilled all their engagements. They promised to locate the road in November last, and the surveyors were there at work at the time appointed. They promised to begin the work on the road in the month of June, and now they are at work and progressing favorably. Now about the route. It had been said that he carried the route past Dorchester Corner, and by his own door, to meet his own ends and enhance the value of his property. But he had much more property over on the other line which would have struck at Shediac, and if he had been actuated by any selfish motives he would have carried it by the head of Sackville and so on to Shediac. But the route now chosen was the shortest. It ran within a few miles of the County of Albert, giving an advantage to the people of that County, they could not otherwise have obtained. It also was in the locality of the stone quarries, and the new shale works about to be erected. The interests involved were not local but of a most general nature, and in these respects differ from the lines running from St. Stephen, Woodstock and other places.

Mr. LINDSAY thought the action of

the hon. member for Westmorland with regard to the Dorchester line was not quite generous to the other sections of the country to allow for land damages on that line. He thought that if they had wanted to meet such demands the people most interested should have put their hands in their pockets. Carleton County not only gave her share toward the construction of the European and North American Railway, but also taxed themselves to build their own line, and if land damages were to be anywhere, it should have been there. With regard to the subject of Confederation he needed nothing, as it would come up to-morrow.

Mr. STEVENS said the Bill before them was to incorporate a Railway Company, and not on a Union of the Colonies, and he thought they were wandering far from the subject when they entered into a discussion on that subject. He had no objection to hear the objections of the hon. ex-Attorney General, but they should now confine themselves to the subject before the Chair. The Bill asks only for that which they have a right to demand, which is to be incorporated into a Company to construct a line under the provisions of a Bill passed by the House in 1864, and no opposition should be raised to it.

The Bill was agreed to with certain alterations.

ASSESSMENT FOR AGRICULTURAL PURPOSES.

Mr. DOW moved the House into Committee of the Whole on a Bill to assess the County of York for Agricultural purposes, Mr. W. P. Flewelling in the chair.

Mr. DOW explained that this Bill passed through the House at the last Session, but not in time to go before the Upper Branch. The Bill is local, merely asking for permission to assess the County of York, for the purpose of assisting the York County Agricultural Society in paying off the debt due on the Exhibition Palace.

The Bill was agreed to.

Mr. BECKWITH moved the House into a Committee of the Whole on a Bill to assess the City of Fredericton for Agricultural Purposes, Mr. J. Flewelling in the Chair.

Mr. BECKWITH explained that this Bill was similar in its nature to that just agreed to.

Mr. SKINNER was opposed to the Bill, being merely of a permissive nature. The debts due for that building were still unpaid, and there should be some measure introduced by which either the City of Fredericton or the County of York, or whoever is responsible, should be made to clear up the debts due on the building.