

deal about economy; but very few, who have any anticipation of getting an office, will go for reducing the salaries. In regard to Railways, I think that if the facility bill will not induce capitalists to embark in their construction, we should increase the facility, and give an additional amount of money for that purpose. The Government will tell you that there is something which stands in the way; but I do not think they have taken the trouble to enquire whether these companies intend to proceed with the work, or give up their rights. Their object appears to be not to do anything. It is the only true principle to help those who try to help themselves. I have heard it stated that the Legislature was called for the purpose of doing only such business as must be done, and the rest was to be postponed until next winter. I say it is best to do the business now, for the country requires it. It is no saving to the country to postpone the business until next winter, for then we have to stay twice as long. If we could only stop the salaries of those who have got into fat offices until the House meets, I would have no objection to it. I was elected to support Confederation, but that scheme is not likely to be adopted. Then they say nothing about retrenchment. Are hon. members to shut their mouths, or cry yes, yea, and be sent home to do the balance of the work next winter? I would vote to do away with the office of Commissioner of Railways. I intend to vote against everything which I believe to be wrong. Although the present Chief Commissioner of the Board of Works is as efficient an officer as we can get, yet his office and the office of Solicitor General should be abolished and a reduction made in the salary of the Attorney General. Mr. Fisher was the only Attorney General that ever visited our section of the country. Then there is the paragraph about loyalty. I hope the hon. gentlemen will satisfy the Home Government about their loyalty. I hope we will never see the day when we will be part and parcel of the United States, for I do not admire their Government. But I am confident we will be part of that country, unless the British North American Colonies are united. I have no objection to the hon. member for Westmorland being in the Government, although he may not be altogether consistent in the Railway delegation; he left the Government because they agreed to give a certain amount to the Intercolonial Railway, and he is now committed to a worse scheme, for which double the amount of money will be required. Perhaps he has thought better of it, and has changed his mind. He is economical, and agrees with me in many things; but as he has got a Railroad in his section of the country, he should endeavor to open up other parts of the Province. All our young men are leaving the country for want of employment. The day will come when we will repent of having rejected the Confederation scheme, wherein we could have had the Intercolonial Railway by paying about one-thirteenth of its cost. I am not ashamed to acknowledge that I am in favor of Confederation, and I have seen nothing to change my views on the question.

Mr. KERR.—I cannot agree with that paragraph. Our past experience in building Railroads should be sufficient to withhold us from building any more. The Railroad which we have now pays but a very small amount above working expenses. When we first entered upon the

public work, we used to sell our debentures at 7 or 8 per cent above par. Now they are down to 90 or 92, and it is with the utmost difficulty that we can sustain the public institutions of the country, and we have no strong reason to look forward to an increased sale of our staple article of ships. For the last two or three years our staple exports have not afforded a reasonable remuneration. We must all admit that Railroads are a great advantage, where they can be undertaken and carried out within the means of the country; and we must also admit that our expenditure upon Railroads so far, has not caused a corresponding benefit. It was stated that our lands along the line would be enhanced in value to a great extent; even towns were laid out and purchases of land made, with the idea that it would be largely increased in value; but it has all turned out adversely to what we anticipated, and the lands along the line are not worth more than ordinary lands that are away from the reach of Railways. Several years ago we entered into an arrangement with Canada and Nova Scotia to build the Intercolonial Railroad. We passed a law pledging our credit for that work. That law has just expired. An attempt was made last year to repeal it. I resisted it; because we had pledged ourselves to Canada, and it would be wrong to do so. Last Session a Bill was passed to give a bonus of \$10,000 a mile to a number of branches. Since then companies have been formed to build some of those branches, and I see no necessity for the Government to interfere and undertake the work. I believe that if our present Railroad had been left to the original contractors, it would not have entailed one-third of the expense upon us that it has done. I believe that the line between Moncton and Nova Scotia, is the only line that will pay the interest on the money invested, and if any company will undertake to build that line by receiving a bonus of one-fourth of its cost, they should have every facility to do so. I cannot agree to have the Government build our Railroads, and I therefore move the following amendment to the fifth paragraph. Strike out after the first sentence the fourth paragraph, and insert the following:

"We trust that the liberal provision made by the Legislature towards defraying the expense of extending and completing the European and North American Railway from the frontier of Nova Scotia to the boundary of the United States, will speedily induce capitalists to undertake the completion of this work. The existing state of the public funds, and a due regard to existing liabilities, render it necessary to exercise great prudence in adding to the public burdens, and we believe that the extension of our Railway system can only be carried out by private enterprise, aided by the public revenue."

Mr. CAIR.—It is not my intention to detain the House with any very lengthy remarks; it has always been my opinion that long Speeches upon every trifling matter which comes before the House, is a waste of precious time, and consequently a waste of public money; this I shall endeavour to avoid, as far as possible. I came here with the full intention of voting with the Government. In the Government there are gentlemen from whom I have received many marks of friendship; gentlemen of great ability in whom I have great confidence, and it is annoying to me to have to rise to oppose them in any matter, but I have been lately elected by

a County, nine-tenths of whom are opposed to Western Extension. It therefore becomes my duty, painful as it is, to raise my voice against any measure of this kind. It is my opinion that the Government will not find themselves in a position to go on with Western Extension; other roads have prior claims. It will be remembered that when a bill was prepared providing for a road from Moncton to St. John a bill was also prepared to provide for a road up the St. John river, and the sum of \$30,000 or \$60,000 for opening a road along the North Shore. It was found that the state of the finances would not permit any further expenditure, and that sum of money being insufficient, this road had to be abandoned. Now if the finances of the Province are in a condition to justify the Government in building railroads, these roads have a prior claim to be commenced. It will be urged by the friends of Western Extension that that road will be a paying road, whereas the other will not. I would say to those gentlemen, if they imagine such to be the case, they had better carry it out by companies and not as a Government measure.

Dr. THOMPSON.—The way they have worded the Address expresses my views exactly. If we build this railroad, we will be doing a grievous injury to those that come after us. We all know that our revenue is depressed, and it will become depressed more and more, if we build railroads as Government measures. Those works at home are built by companies in the most cautious manner; but the Government here build them by the most extravagant expenditure of the public money. We want the money on our by-roads and on our great roads. Some people will tell you that young men are going out of the country, because we did not go into this Confederation Scheme, I would go into Confederation in five minutes if they would only show a reason for it. We have got the most noble Confederation now; we are confederated with the United Kingdom of Great Britain. It is a better confederation than they have at Washington. I think the Hon. member had better withdraw the amendment; I have the utmost confidence in the Government and believe they will go the right way; therefore I think the amendment useless.

Hon. Mr. SMITH.—We hope the facilities given last year will cause these roads to be built. There is an important principle involved in this amendment, whether the hands of the Government shall be tied or not. If it cannot be done through the instrumentality of a company, I think it is better it should be done as a Government work. If you cannot get a company to build the road without giving them all it is worth; it is better for the Government to build it. We will do all we can; still my conviction—my own individual opinion—is, that we cannot get railroads built without the Government furnish money to build them. I think the House will understand this, and not restrain the Government, that they should not build them.

Mr. L. P. W. DESBRISSAY.—I regret that I shall vote different on this question from the Hon. gentlemen who have been returned from the same County as myself, and I regret that I shall vote almost alone as regards the representatives from the North Shore. I am prepared to vote, and to stand by the consequences of that vote. The extension of the Railway to the United States is the best thing that can be done for the country, and if it cannot be