

ing fund; but we are now bound to commence paying off the debt immediately. As to the assertion that St. John would have been made the terminus if Nova Scotia had not gone into the Union, it is plain that that city would not have been the terminus unless it was considered capable of supplying the wants of Canada; and when we see Mr. Fleming estimating the cost of the road to St. John at fifteen million dollars, and we see exactly that sum provided, the fair inference is that St. John is to be the terminus.

As to the conditions of the guarantee, we are in about the same position as we were under the terms of 1862; for the stipulation then was that the act should not go into operation unless the proposal for a sinking fund was ratified by the Canadian Parliament, and we know that that Parliament repudiated the arrangement. Mr. Adderley said, in reference to the terms agreed upon by the delegates, that the guarantee would not be given unless the Confederate Parliament assented to the formation of a sinking fund. It was said by the Provincial Secretary that under certain circumstances we might have lost the benefit of the road, and have failed in getting connection with Moncton; but we know that New Brunswick has already contracted for the building of the road to the Nova Scotia border. Our increase of revenue last year was about \$184,000—more than enough to pay the interest for the Pictou extension—and with such prosperity we could easily have connected with New Brunswick. But supposing the Intercolonial line is built, does any one suppose that cargoes would be brought over here and shipped at Halifax, when an open port could be had at St. John, or within thirty-seven miles of the place where the road will be tapped? I am convinced that the much talked of prosperity which is promised to accrue to Halifax is all imagination, and that no part of Nova Scotia will suffer so much from Confederation as this city. I fear that this city will decline and diminish under the burthens that will be placed upon it, and that the "dead march in Saul" will ere long be appropriate to its condition.

HON. FIN. SEC.—One advantage is possessed by hon. gentlemen opposite—that being gifted with vivid imaginations, they do not shrink from placing before the people as facts the results which their fancy depicts. On this side of the house we have some desire to be consistent, because we feel that the common sense of the country demands consistency in the arguments and public conduct of its representatives. The hon. member who has just spoken has followed in the footsteps of the people's delegates, and used the arguments of the men who have endeavored to thwart and prevent the accomplishment of a work which for twenty-five years was the watchword of his party. The policy of constructing that road was the policy sustained by his father and the men whom he supported. The work was held forth by his party as the only thing that would give to this country its proper position in relation to the commerce of British America—the only mode of expanding our resources and making our Province the most desirable country in the world. That was the position of these gentlemen, until, to suit another purpose,

they had the hardihood to propound doctrines which totally differed from the teachings of their lifetime. What wonder was it that Mr. Lowe and other leading commercial men of the day in England declared that the road would not only not be a paying investment, but that it would be ruinous to the colonies, when they were being indoctrinated for months with the views which these gentlemen now enunciate?

The house adjourned.

TUESDAY, April 23.

The house met at 3 p. m.

BILLS.

Mr. HOWIE introduced a bill to provide for the construction of the new bridge at Liverpool.

Mr. BOURINOT introduced a bill to amend the Act to incorporate the Boston and Bridgeport Coal Mining Company.

Hon. Mr. McFARLANE, as a report from the Committee on Agriculture, introduced a bill to amend the Act relating to Agriculture.

PREBYTERIAN UNION ACT.

Mr. C. J. CAMPBELL introduced a bill to repeal the Act of 1862 relative to Presbyterian Church property.

Mr. BLANCHARD said that the agitation of this subject should end at some time. The introducer of the bill should feel that he had done his duty already in the matter, and that, being defeated after doing all in his power, he might allow the matter to rest, instead of raising difficulties which did not really exist, and bringing in bills year after year to stir up strife among people who should live as brethren.

Mr. C. J. CAMPBELL said that personally he had not the slightest desire to meddle in this matter, and had only done his duty as a member of the house. He regretted that he was obliged to interfere session after session, and bring the quarrels of a religious body before the house. Last year the Revd. William Murray had pledged himself to effect a reconciliation, and upon that, and upon the recommendation of other leading clergymen, the bill had been withdrawn; a committee of the two branches of the churches had met in conference for several days, but had broken off without coming to any conclusion. The petitioners asked nothing belonging to any one else—they merely wished the rights which they enjoyed before the passage of the Act which they now asked to have repealed. It was formerly said that the petitioners were few in numbers, but they were now increasing to hundreds. The petitions had come principally from Inverness, and he had given Mr. Blanchard an opportunity of representing them.

Mr. BLANCHARD remarked that on the second reading of the bill the discussion would be more appropriate.

MISCELLANEOUS.

Mr. FRYOR, from the Committee on Private and Local Bills, reported a bill to incorporate the Dartmouth Gas and Water Company.

Mr. COFFIN presented a report from the committee on land damages. The report was adopted.