

They opposed the resolution moved by that hon. member to repeal the Intercolonial Railway, and moving, as an amendment, that it would be inexpedient to repeal the Act, and that it was not prudent by immediate legislation to incur any new liabilities for the construction of railway. The discussion of the question excited great interest. It was in the midst of it, it would be remembered, that the Government got news that the Nova Scotia Government had repealed the Intercolonial Act; and it was after that action of Nova Scotia that the Government came down with the Subsidy Bill. He was astonished that any member of the late Government would traduce it by saying that that Government brought down a bogus Bill; he was astonished that their Chief Commissioner should appear in such a position. Much as that Bill had been condemned, the present Government wished to take to themselves all the merits and advantages of it.

Hon. Mr. HATHAWAY was perfectly willing to take the responsibility of what he had said, but he was not prepared to give the late Government all the credit the hon. member of Restigouche assumed for that Subsidy Bill. He would ask that hon. member if, when that measure was first introduced, he expected that one mile of the railway from Shediac to Miramichi would be built under it. He knew perfectly that a mile would never be built. He (Mr. McM.) should not come in and land the late Government, for he should recollect the pressure put upon it, and the circumstances under which the Bill was introduced. He (Mr. Hathaway) believed that the Bill was one of the most dangerous that was ever introduced into the country. If those, the railways, went on, there would be hundreds of thousands of dollars of debentures floating at interest. While his (Mr. H.'s) constituents would be in a position to receive the benefit of the Act, his (Mr. McM.) would never be.

MR. FISHER.—The course he had pursued had put the screws on the Government. Mr. Fisher here referred at length to the action of the Legislature from the debate on the amendment to the resolution to repeal the Intercolonial Railway Act, (a repeal he resisted from determination to maintain the integrity of the Province, irrespective of the action of Nova Scotia or Canada,) to the introduction of the Subsidy Act. He read from the Journals of 1864 the resolutions he had moved calling on the Government to order surveys to be made of the Western Extension, Eastern Extension, and Woodstock and St. Stephen routes. With regard to the Subsidy Act, or the Lobster Bill, as it had been called, though he did hope that something might be done under it, he did not think at the time it was passed that many miles of railway would be built under it. But he had changed his opinion regarding that Bill, and he now believed that it was one of the most important acts ever passed in the Province, but he also believed that it had not been for his action in ordering surveys of the routes of the different lines, the whole affair would have been in the most chaotic condition. He believed that the Fredericton branch would give York a connection with St. John, and different Counties, would be built under the Bill, and that the road would be built very cheaply.

The discussion continued some time on matters apart from the Bill under consi-

deration, and finally progress was reported.

## AFTERNOON.

### ADJOURNED DEBATE ON THE AMENDMENT TO THE ADDRESS.

MR. LEWIS.—The most important question argued in the course of the debate was Confederation. He had been elected to go in for Confederation, and he was there to support that policy. During his canvass in Albert, he had met with strong Opposition from His Honor the Attorney, who went lecturing through that County, and by his powers of oratory and eloquence influenced many who were in favor of Confederation to vote against it. Now it appeared that Government of which the Attorney General was leader was now in favor of Confederation. The Government had been arraigned on a number of counts, and all these had been so fully argued that it was not necessary now to do more than touch upon them. They had been arraigned on a charge of not calling the House sooner together. He could see no objection at all to postponing the Legislature until March. He thought it an improvement from the usual course of meeting in February. Hon. members would now all be able to get home by water, and thought this would be much preferable to breaking up before the navigation opened, and when the roads were in an unfit state for travel. At one time, he remembered, he had to pay \$16 for a passage down the Nerepis road, and had to walk more than half the way. Another count was, they had not appointed an Auditor General. He thought the Government were highly capable for not having an officer to take charge of the Audit Office. The public accounts that had been put forth this year might be easily understood; but that fact did not clear the Government from the charge of not having a responsible officer at the head of the office. In 1854 the Government was condemned for building railways without Commissioners according to law, and he thought this present Government was equally culpable in conducting the Audit Office without a responsible head, as the law required. The defence of the country was another count against the Government. The country was alarmed about the Fenian movement, and he was somewhat alarmed himself. He did think, considering the excitement in the country, that the Government ought to have done something to put the country in a proper state of defence. He hoped they would take efficient steps to place the country in a state that it would be able to resist an invasion, should it take place.

A great deal had been said about the York election. He could not see that the country was interested in that election or that it had anything to do with the business of the country, or affected its interests. He could see no use whatever in dragging it into this debate, and it was high time to bring the matter to a close. One charge the Government had pleaded guilty to—that was, their neglect about the Export Duty Law; and they had thrown themselves upon the mercy of the country. If this was the only charge they were guilty of, they might be forgiven, and still keep the confidence of

the country. But this was not their only neglect of duty, and he thought it would be better for their interests if they voted them out and brought in a better set of men. He had come here to carry out Confederation. He thought that was the far most important question before the country. He believed that the union of the Provinces would be of a great benefit to New Brunswick. It would lead to the construction of the Intercolonial Railway, to the opening up of the country and its advancement in wealth and progress. Notwithstanding all that had been said against the Quebec Scheme, it was better than no scheme at all. If the Government were not prepared with a better measure, better let them accept the Quebec Scheme at once.

A great deal had been said about the stuffing process, and about delegations. He could not see for what object the delegation was sent to England. The delegates, he thought, must have crossed the water just to have a good time. He did not think the money of the country should be wasted in that manner. The £800 that delegation had cost would have made a very large piece of by-road. He considered it a very useless expenditure. He thought that the Railway contract which the Attorney General said would be of such vast benefit to the Province, could have been made without the delegation. In making the contract, the delegates had agreed to give more than the \$10,000 a mile, for which they had no authority. In closing up, he would say that he hardly thought that the Government were prepared to bring in a scheme of Confederation. If they did bring in a measure, he should be reluctantly obliged to vote against them.

MR. YOUNG said he felt some embarrassment in addressing the House upon this question, inasmuch as he differed with some of the anti-Confederate members, who were elected, as he was, to oppose the Quebec Scheme, and also inasmuch as he differed with some of the members representing the Northern Counties. The question that was now before the House was, whether the Government was entitled to the confidence of the Representatives of the people or not. If the Government was entitled to the confidence of the House, it would be his duty, and that of hon. members, to support them, and if they (the Government) were not entitled to the confidence of the House, it would be his duty, and that of hon. members, to turn them out.

The position of many of his hon. friends who represent the Northern Counties was entirely different to his. Many of them were elected to support the Quebec Scheme, and having been returned to support that scheme, they cannot very well do otherwise than oppose the policy of the present Government. His position on the question of Confederation was just the reverse; he was elected by the electors of his County to oppose the Quebec Scheme, he put it in his election card, he declared it on the hustings, and he was here to-day to carry out, in good faith, the pledge that he had made to the electors of Gloucester. Had he changed his mind on this important subject, had he felt convinced since his election that the views he entertained twelve months ago (with reference to the scheme) were erroneous, he would have considered it his duty, as a matter of fair play and