

attempted any explanations for statements of which he knew really nothing whatever personally. It was difficult to understand how the hon. member for Guysboro' could show the House that this Province might stir in the matter of union independent of the action of New Brunswick. A glance at the map, and the respective geographical positions of the Provinces of British North America, would be a sufficient answer to any reasonable man. If New Brunswick erected a barrier between Nova Scotia and Canada, we had to wait until she decided to take it down. It was somewhat amusing to hear the member for East Halifax complain that the delegates had not carried out the pledges made at Quebec. If any pledges had been violated the hon. member surely was not the proper party to complain. That hon. gentleman's policy should be to say nothing as long as he saw the Government were not moving in respect to a measure to which he professed so much hostility. No doubt the gentlemen to whom such pledges were stated to have been made perfectly understood the position of this Province—that as long as New Brunswick opposed the scheme, it was impracticable. The question was not a Government one, and with what fairness then were they asked to decide upon a policy in the formation of which other gentlemen were entitled to a voice? The question of union was one concerning the whole people of Nova Scotia, and could not be treated in a party aspect.—Political parties were divided on the subject; members of the government were sustained by influential gentlemen of the opposition; and it was therefore impossible to treat it except as an open question. It was quite time to say whether the question should be submitted to the people or not, when it could come up in a practical shape. That was an important constitutional question that should be decided within the walls of the legislature, and the government would be going beyond their functions if they interfered with its decision. The government had no policy on the subject, and could not come to any decision upon it until the necessity for action arose.

Mr. McLELAN said that no doubt the Provincial Secretary and the Attorney General had sufficient reason for surprise that the hon. member for East Halifax should base an enquiry upon anything that Canadian statesmen might say. Perhaps these two gentlemen had had an opportunity of understanding the character and habits of some of the public men of Canada, and were perfectly well aware what faith was to be put in their after-dinner speeches. But persons who had not this intimate acquaintance with the peculiarities of Canadian gentlemen, naturally felt a great deal of astonishment on reading such announcements as that in question. When such statements were published in an organ of the men in power it was high time for those who valued the rights and liberties of the people to make a move; and he was therefore glad that the hon. member for East Halifax had made the enquiry he had. No doubt it would be satisfactory to learn that the members of the government were ignorant of any such arrangement as that intimated by Mr. John A. Macdonald.

PETITIONS.

Mr C J CAMPBELL presented the following petitions:

One from Bedque, asking for a change in a

mail route from Plaister Cove to that town.

One from J S McNeill, of Grand Narrows, asking for an increase of salary as ferryman at that place.

One from a number of inhabitants of Bedeque, asking for a special grant for a new line of road from Bedeque River to that town.

One from D Morrison and other inhabitants of St. Ann's, asking for a new line of road.

One from M McLean, ferryman, asking for an increase of salary.

One asking for a grant of money for a road to Gillis's Point.

One from 76 inhabitants of Cape North, complaining of an act passed by the House in 1852 in respect to church property.

One from inhabitants of Washabuck, for aid towards a road.

Mr. S. MACDONNELL presented two petitions (similar to that presented by Mr Campbell from Cape North) from River Dennis and from Whycomagh.

(A bill on the subject of these petitions has been introduced.)

Hon. Mr. SHANNON presented a petition, and introduced a bill, in reference to the Union and Axe Fire Companies of Halifax; also, the petition of J. S. Thompson Superintendent of Money Order Office, Halifax, for an increase of salary.

Mr. S. MACDONNELL introduced an act to incorporate the Strait of Canso Marine Railway Company.

Mr. PRYOR introduced a bill to incorporate the Merigomish Coal Mining Company; also presented a petition from J. Kirby and ninety others, praying for the substitution of assessment instead of voluntary subscription for the support of schools.

Mr. MCKAY presented a petition from 300 persons of West Pictou, asking that the Government depute an engineer to lay off a certain line of road.

Mr. LONGLEY presented a petition from the inhabitants of Annapolis, living in the vicinity of Paradise, asking the Legislature to empower the sessions to lay off a certain space of land for the purpose of a public landing. He urged the claims of the petitions to favorable consideration.

Mr. BALCAM presented a petition from Ecum Secum River, between Guysboro' and East Halifax, in reference to a line of road.

HOSPITAL FOR INSANE.

Hon. PROV. SECY. laid on the table the annual report of the Medical Superintendent of the Hospital for the Insane. He stated that the number of admissions has been forty-six, or the same as in the previous year. The applications have been far beyond the power to receive. Fifty were discharged, of whom no less than fifty-eight were restored. The centre building and north wing are under contract, and the work is being vigorously forwarded. Accommodation will be given for ninety additional patients. The necessity for enlargement was universally acknowledged. A new coal shed (much required) has been built near the boiler house; the grounds have been improved, and additional land brought under cultivation. An important drain has been constructed into the harbor, and a new road made. The contract price of beef, flour, &c., has been higher than usual, causing an advance in the cost of maintenance; the present average for provi-