

this subject, to the effect that the construction of the Railway was certainly not part of the Constitution,—(a proposition which is self-evident)—and that consequently, with many other details agreed to by the Conference, it would not be embodied in the Imperial Act, but that it was one of the conditions on which the Union was based, and must therefore be carried into effect at the earliest possible period by the Legislature of the Federated Provinces. I am, however, informed that Mr. Macdonald has subsequently stated that the provisions for the construction of the Railroad will form part of the Imperial Act.

As the Legislature of this Province will meet probably in the first week of April, it is highly important that I should be enabled by that time to reply distinctly to the queries which may be put to me by my advisers and by the Legislature, whether, in the event of the Federation of the British American Provinces being accomplished, Her Majesty's Government will be prepared to submit to the Imperial Parliament, either as a clause of the Constitutional Act, as a separate Bill, provisions to secure the completion of the Inter-colonial Railway from Rivière du Loup to Truro within a definite time, and framed in such a manner as to preclude the possibility of any subsequent action in a contrary sense on the part of the Federal Government and Legislature.

I have, &c.
(Signed) ARTHUR H. GORDON.

The Governor anticipated the difficulties that would arise, and therefore puts these questions to the British Government, and what was their reply?

The Secretary of State for the Colonies to the Lieutenant Governor.

DOWNING STREET, 18th March 1866.

SIR,—I have the honor to acknowledge the receipt of your Despatch of the 27th February, in which you request instructions whether provisions will be made for the completion of the Inter-colonial Railway in the Act of Union, or be embodied by the Imperial Parliament in a separate Act. In reply, I have to acquaint you that Her Majesty's Government have expressed their cordial approval of the proceedings of the Conference at Quebec, and have engaged that if, as they hope, the Provincial Legislatures sanction the scheme of the Conference, they, on their part, will submit to the Imperial Parliament the measures which may be necessary for carrying that scheme into effect.

Of the Resolutions adopted by the Conference, the 68th provides that the General Government shall secure without delay the completion of the Inter-Colonial Railway. Her Majesty's Government have understood that Resolution, with reference to the Correspondence which had previously passed with the Governments of the several Provinces; while, therefore, they have entered into no new stipulations on the subject, they have by no means excepted the 68th Resolution from the general approval which they have expressed of the entire scheme, or from the engagement respecting it to which I have referred.

What steps it may be proper hereafter for Her Majesty's Government to take in pursuance of this engagement, cannot be stated positively, until it shall be known

what course has been taken by the Provincial Legislatures, and until Her Majesty's Government shall have received the communications which they hope to receive from persons deputed by the Governor General to give to Her Majesty's Government the benefit of their counsel upon the various measures necessary for carrying the Resolutions of the Conference into effect.

I have, &c.
(Signed) EDWARD CARDWELL.

Here we are distinctly informed this whole question depends on the correspondence between the Governments. They agree to advance three millions of dollars, taking security on the country, but does any one believe that three millions is going to build the road? Why five or six millions, won't do it, and we can't expect the British Government to advance that amount. This is a serious question. If you give unlimited powers to the enlightened minds who framed the Quebec Scheme, what can be expected to be the result? When it is found that Great Britain won't advance the money required, where is it to come from? I believe we shall not get the Railway at all, and even though I may be mistaken, have the hon. members from St. John considered the route which it is almost certain has been already agreed on. It is a foregone conclusion that Great Britain will not permit it to be located near the American frontier. Have they reflected that if they vote for these Resolutions they vote to carry the Intercolonial Railway up by the North Shore? And what will be the result of Union on the County of York? Where will then be the Provincial Buildings? Where the Post Office, where the other public offices? Where will the Courts then hold their sittings? In Fredericton? No, but all will be removed to St. John. It is to the interest of that city, and also to the Eastern section of the country, that it should be so. There is no more doubt of all this than that the river out there flows down to Saint John. The consummation of Union will be the death knell to the County of York. Do they think they will have a soldier here then? No, for we shall undertake our military and naval affairs, for only in times of danger and actual war will Great Britain then keep her troops in this country. We already learn that the head quarters of the military is removed to Saint John. The regiment now here will spend about £70,000 this year, and York will have to give it up. With these observations which I have offered with no desire to raise a factious opposition, but because my property and interest are in the country like other hon. members, I shall vote for the Amendment and oppose the Resolution.

Mr. CHANDLER—This question had been so fully discussed that it would be a repetition to go over it all again. It was a lamentable fact that many of our young men who would be an ornament to any country were moving away and becoming absorbed in the neighboring Republic. Every steamer that left Saint John was draining the country. This was what he would call practical annexation. But what inducements were there to remain? None whatever. Why, look at Maine, immediately on our border. There was Mr. Pike could go to Rio Janeiro and make his fortune, Mr. Pitt Fessenden could become Financial Secretary of the Union. These men had no superior abilities to the young men in our Province, but they had the field and the higher positions to which to aspire. But what, he would again ask, were the inducements offered here why they should remain?

Mr. SMITH—Pretty girls.

Mr. CHANDLER—That might be an inducement to the hon. member for Westmorland, but there must be something more than pretty girls. They must be provided for, and there were no offices save that of Provincial Secretary or Attorney General and a few others to which a young man could aspire, and they generally cost a man more than they were worth to attain them. How was this to be obviated? By combining the resources and interests of all these Provinces in one great Confederation. This he believed to be the hope and salvation of this Province. The Intercolonial Railroad, which would be provided for—there was no mistake about that—would open up a large tract of country, inviting settlers, whilst it becomes itself a source of profit to this Province. He should very well have liked to have had the various terms of Union discussed point by point, but the explanations made by the Secretary were sufficient to prevent this, and he felt satisfied that the delegates would act with a full desire to secure the best terms possible. He would say a word or two about this road. It would cost some millions to construct it, and those who are engaged on it, contractors and workmen, must live, a trade will spring up in fish and agricultural produce to supply their wants, and many new settlers will come into the country. All this will be of great benefit. He was speaking yesterday to a gentleman from Upper Canada, who told him that in that country they raise large quantities of grain, but the streams are shallow and in the summer they dry up, and consequently are wanting in water power to grind their grain, but in Union much of the wheat grinding will be done in this Province. With regard to the