tied on, and that connection with Nova Scotia should be commenced and pushed through to completion. Not knowing what hindrances were in the way, was I to step? I thought they had had time enough to deliberate on what was wanted by a small country like this, with a population of less than 300,000. I told them I intended to support them if they brought in measures I could approve. I came here perfectly free and independent. I came not as a partizan of any set of men. I came here pledged against Confederation, no farther am I pledged, and I propounded the same ideas to my constituents on the hustings as I did here. After the statement made by the President of the Council, that obstacles stood in the way of carrying on the work of the main line, I learned that there had been a distinct offer made to carry on the work to completion. I do not intend to oppose the Government, but am I to be catechized because, when the speech was going by without discussion, and the mover of the address gave no statement of the policy of the Government, I rose to express my opinions on public works.

Hon. Mr. SMITH.—I do not quite understand the object of the hon. member's lashing himself into such an immense fury. The hon. member is not bound so far as I know, certainly not to me, for I was not in the Government at the time of the elections. He is only pledged on the question of Confederation. I do not complain of the course pursued by my hon. colleague. I only expressed my disappointment and surprise at the course which he saw proper to pursue, a course that must surprise our constituents as much as it did me. The Government had not been in existence twenty-four hours, when the hon. member stood up and said, that the indications were bad, and complained that we had not brought in any great scheme for the colonization of the country. As I said, he is not responsible to me, but to his constituents. It has gone forth to the country that he is in the Opposition, still I don't complain of his actions, but I tell him as I would any other hon. member that I was surprised and disappointed at the course he saw fit to pursue. And now it is said that no difficulties really exist to prevent the carrying out of this railway work. I put it to the late Surveyor General, if Mr. Parks did not go to England under pledges of the late Government. And under these circumstances, we should be recreant to every principle of justice, if we proceeded with the work. I ask the hon. member, if he were a member of a Government, whether he would not feel bound by such action. He is pleased that the Government do not intend to carry on the work, yet his late leader was willing to guarantee the balance of the cost of Western Extension. Mr. Tilley is by all acknowledged to be a cautious man, and would not make such a pledge unless he intended to carry it out. The hon. member cannot deny this—his mouth is shut on this point. I want to put it to this House whether they are willing the Government should act in violation of the good faith of the late Government, and that the pledges made by them should be broken, in order to carry this work at once.

Mr. MCCLELLAN.—Do I understand that the Government would go on with the work if no legislation stood in the way?

Hon. Mr. SMITH.—Yes.

Mr. CONNELL.—In case the company surrender their charter, has the Government any right to go on with the work?

Hon. Mr. SMITH.—It is not usual to ask questions of this kind until the address has passed, and I shall certainly decline to answer.

Mr. CONNELL.—But this may have a material bearing on the vote of the House.

Mr. MCMILLAN.—In reply to the question of the President of the Council I would say, that if the late Government had not been prepared to meet the legislature on the question they would not have met them, but if they had intended to carry on a certain work they would have foreshadowed it in the Speech. I would direct the attention of Hon. Mr. Anglin to the promise of the late Provincial Secretary which he states was to provide for the building of the road Westward if sufficient Stock was not taken up to complete the work.

Hon. Mr. ANGLIN.—What I said was that the Facility Bill provided a grant of $10,000 a mile; there was a large amount of Stock subscribed, the city had agreed to take $400,000 worth of Stock, and then Mr. Tilley promised to provide all the rest at six per cent.

Mr. MCMILLAN.—What I understood by the statement of Mr. Tilley was this, that as a member of the Government he would take the responsibility of guaranteeing the balance over a million dollars, taking security on the whole of the road.

Mr. WETMORE.—Being a new member and rather green, I may be pardoned if I state my opinion on this matter. I apprehend that if the Government want to pass an Act for the prosecution of the work, they will apply to the House to do so after existing legislation can be surmounted. I understand Government intend to carry on Western Extension and therefore I shall support the passage of this paragraph. I think there are independent men enough in the country to look after public works, and carry them on with economy, and that they could get more out of it, than any individual company could do. But of course if influences are brought to bear upon them, and they begin to give two prices to one contractor, and three to another, the public money will be wasted. I do not expect anything of this kind from the present Government, for from the high standing they hold—although there is rather too much conservative element in it—I judge in their hands the finances are safe.

Mr. LINDSAY.—I am disappointed in reading the Speech that the Government are not going on with the work. The President of the Council says he is not responsible for the statements that go forth, and other members of the Government say they are not responsible.

Hon. Mr. ANGLIN.—I said that I was responsible.

Mr. LINDSAY.—Yes and the hon. member said more than that. He said also that he was not a member of the Government when he made certain statements, and consequently is not responsible as such. Mr. Tilley said that he would guarantee, after all the Stock of the Company was paid up, and the whole sums received, to build the balance of the road, taking the road as security. Now,—(A member, "Don't go into that.") Very well, other members have talked aside from the question; however, I wish to say a word or two. An honorable member this morning referred to a remark of mine which he got second hand. He said I had made the remark on Saturday that "he would explode." I did not say so, and I think after the effort of this morning there is no danger of his exploding to night. He further referred to remarks made to Mr. Goodspeed. I said that the statement he put forth that every man, woman, and child would be taxed $3 a head was not true. It appears to me that honorable members have been wandering back in their Speeches to other paragraphs. The members of the present government used to cry to the late Government, bring down your measures; now they find fault because of the expressions used on the absence of any line of policy *they* intend to pursue.

Mr MCCLELLAN.—I would not like to take the position of the honorable member for Northumberland that his feelings were with the conservative element in the Government, nor would I like to take an opposite one, but I think that gentlemen in the Government should be thankful to Confederation, that by it they have arrived at positions they would not otherwise have had. Flushed with victory their exposition of Confederation is worth little. I believe that half the votes in the country are in its favor. I am opposed to the passage of the paragraph in the address, as it seems to complain of certain things which have arisen under existing legislation—which they declare to be a sham and a delusion. I do not suppose that the Government after the surrender of any rights any company may have thought they held, would proceed to act under the Act of 1856, and proceed with the trunk and branches as they see fit. It may be they have the power and ability to use the offices entrusted to them for the good of the country. I am willing to give them a fair and reasonable time to mature their plans. But we are not willing to allow them to increase the public expenditure without consulting the people. On a question so much discussed and talked about, the Government might readily be supposed to have arrived at a conclusion as to what course to pursue. I understood companies were organized and were prepared to go on, but I fear that the action of the Government will tend to upset what has been done. This paragraph does not contain a sufficiently explicit policy as to the ideas entertained by the Government on Railway affairs. I think the Amendment gives the Government sufficient power to do all they need to do.

Mr. KERR.—I readily accord the view of the law as expounded by the hon. member for the City of Saint John. I think they are precluded as a Government from interfering with the rights of a Company that may have intended to enter upon this work. I think it is now proceeding as well as we could expect. We learn that it is intended to carry on the line to fill up the gap to the Nova Scotia boundary, and that the late Government accepted the offer made. If such be the case I think it premature to interfere with efforts put forth to fill up this gap. I have not yet heard that the State of Maine have yet taken up the matter with that energy that is necessary to assure us that they will be at the boundary before we can be there. If they are not taking measures it would be premature for us to go forward with that portion of the work, till they are ready to meet us.

Mr. WETMORE.—I understand they are taking measures, and that a deputation will probably be here in a few days to lay their action before us.

Mr. KERR.—Are they from the legislature or are they capitalists?

Mr. WETMORE.—They represent a Company.

Mr. KERR.—Railways are usually built