and carried on by private capital. The Great Trunk and Great Western lines of Canada were constructed by British Capitalists who expected them to pay but were disappointed. When we look at Canada with its great traffic, and see that they are not able to pay the interest on their stock as preference claims, we ought to pause before we undertake further extension. We talk as though we had four times the population and resources we really possess. We look at the state of Nova Scotia and find that last year they paid $60,000 while we paid $90,360. We used to be told that we would never be known till we got a debt. It seems we are known well enough well known on the other side by this time. At the close of the year 1863 we had to pay Haring £15,000, to meet the balance of interest against us, and yet they want to go on building the road. The report of the Commissioners state that 90,000 rails are required to replace those worn out at certain parts of the line. These cost about one shilling a-piece and it would take from £500 to £1000 to replace them on the track: The revenue received last year only amounted to about $20,000, not sufficient to pay one month's interest due to Great Britain. When I see all this I think it would be premature to undertake further works. We have had all Governments in power under the Railway policy, and the result has been the same. If we carried on our revenues till we were in a better condition, after having paid our debts we could go on with the public works. We are not like Nova Scotia with her mines and minerals; we have no gold fields; we do not go so deep into the shore fisheries, and yet they are able to keep their debt at a lower figure than we can. Take Prince Edward Island; they are going on faster than any of the other Provinces. They export a vast amount of wealth to the United States, and pay their debt, or at least they are in a position to be able to wipe it out at any time. It is said we must have railroads to keep our population. What is peopling Australia, New Zealand, and California? Is it not emigrations from other countries? Why, even in the State of Maine, a Mr. Goodall complains that something must be done. Agricultural interests must be improved, or the young men will all go out West. It is stated that lately there has been a perfect exodus from Canada. There have been many who have left Nova Scotia since the war first began. Look at Charlotte County in 1854, one of the most prosperous years the country ever saw; during that year young men were kept going away. Why was it? The country was prosperous. The fact is that when they make up their minds to go, they will go, and no railways or anything else will prevent them. I would like to see the young men go back, like their fathers did, into the woods, and gain for themselves fortune and independence. But young men of this day want to do something easier than that. A man, as soon as he gets a few hundreds of dollars together, must be a merchant, so that in almost every village there are ten retail shops where one would do, and the men stand round the doors all day long with their hands in their pockets. It is said, let us have railroads to circulate money. But this circulation does not last long. I would ask the hon. member for Westmorland, what benefit has Moncton received from the Railway? I do not want to see the money go out of this country. The shape of interest is in the past. I think the offer of $10,000 a mile a most liberal one, and that it will be taken up, and the work done. If the people of St. John are in earnest and want this line so much, why don't they put their hands in their pockets and do a little more to raise the required Stock? In the construction of the present line land damaged amounted to £40,000, while in Nova Scotia they did not amount to one-third that sum. After the disappointment we have all felt at the reports of the Canadian Railways, it is too much to say that the Government can remedy the evils that exist, and that it is possible to find men, honest enough to fill all the offices of the country. I think men are about as they were, and when money is placed in their way they like to get hold of it. I go on with our road will add £16,950 more to our interest, whilst the whole interest on our debt will amount to this, that it is to be paid by 250,000 people. When I look at the state of Railway stock in Canada, I find that on the Great Western there is a loss of £12 on every paid up share of £18. Look at the state of our stocks. I see they are worth 92 to 95, and money worth quoted at from 92 to 95, and money worth 4 and 4 1-2 per cent. During the build-4 and 5 per cent. premium; now they are down to 92, and I don't think there is much prospect of a rise. Who is going to invest $1,900,000 in carrying on our railway policy? If any one will do so, I relieve our finances very much. I see by the act of 1856 that the branches were to be carried on.

Hon. Mr. Smythe—The provision was that they were to go on with the trunk or the branches as they could.

Mr. Kerr—If they are going to deal fairly, the Government must serve all portions of the province alike. Seeing this, I cannot withdraw my amendment, and I am sure members of the Government, seeing the way in my circumstances, will do the same. I think it best for the law to take its course, and leave the work for companies to take up. It may be that Mr. Parks will come out and surrender his charter forthwith. Then the Government are going to take the matter in hand; but I would like to know where they are going to get the money, and if they intend to raise it on the same terms as in 1857, I think they will find great difficulty, as our bonds have settled down and will not likely rise again for some time to come.

Mr. Hill—The hon. member for Northumberland seems to think if the State of Maine is doing anything towards building the road on their side of the line. The assistance given to the company, of which Mr. Poor is the President, is one million of acres of land, subject to a claim of Massachusetts of $250,000. This claim, it is expected, will be given up by the company, as the effect of building the road will be to pour a stream of trade and travel into Boston equal to the amount. The feeling in Boston is growing very favorable to this plan. They also receive a large unsettled claim, and $100,000 were expected to be appropriated by the last Congress, but it has not got through. In addition to this, the city of Bangor take stock in the company to the extent of $500,000, on the condition that the line run from Bangor to Mattawamkeag Point. Their object in pushing the line so far up is to carry the trade of Aroostook and the upper country to Bangor instead of Saint John. The House will see that the European and North American Railway Company have a strong team to work with, and it is generally supposed they will experience no difficulty in carrying on the work. The Government then do not build, as they have no revenue derived for that purpose. If anything were given it would have to be raised by direct taxation.

Mr. Kerr.—I would be just as free to give them lands as the State of Maine, and as to unsettled claims there are as definite amount of them, that we could readily bestow upon any company desiring to build, but it appears the Government really have not given one dollar toward the prosecution of the work.

On division of the House on the amendment—Yeas 10. Nays 20.

On division of the House on the fifth paragraph—Yeas 21. Nays 12.

Mr. Connell moved that the fifth paragraph be reconsidered, and the following substituted in its place: "We are pleased to learn that the completion and extension of the European and North American Railway, from the frontier of Nova Scotia to the boundary of the United States, will be undertaken. If existing laws preclude immediate action, we will consider any measure which may be proposed for their amendment, and which will provide for an early commencement of the work."

On division of the House on reconsideration—Yeas 2, Nays 28.

Paragraphs 6, 7 and 8, were read and passed.

On the reading of the 9th, Mr. Gilbert asked the Government if they intended to take steps for the reduction of salaries of public officers, and make other retrenchments.

Hon. Mr. Smith.—It is the intention of Government to exercise the strictest economy they can, without impairing the usefulness of public offices.

Paragraphs 10 and 11, were then read and passed.

Mr. Otty moved that the Address be engrossed, signed by the Speaker, and presented to the Governor by the whole House.

Mr. Parks moved, that a Committee be appointed to wait on His Excellency to be informed when he will be pleased to receive them therewith.

Mr. Palmer moved for leave to bring in a Bill to prepare an Act for the Incorporation of the Carleton and Saint John Ship Building and Trading Company.

Also, presented a petition from G. Allen and others, praying for said Act of Incorporation.

Mr. Boyd presented a petition from the Ministers, Elders and Trustees of the Church of Scotland, praying that certain Bills before the House may pass.

Mr. Boyd moved for leave to bring in a Bill to provide for the payment of the expenses of Grand Jurors.

Mr. Needham moved for leave to bring in a Bill relating to the registry of Bills of Sale of personal chattels.

Hon. Mr. Allen moved the House into Committee on the Bill to revive and continue the Act to regulate the sale of Spirituous Liquors.

House in Committee—Mr. McClellan in the Chair.

Mr. Allen said, this was an Act to revive and continue an Act of 1854. That law expires to-day. Adopted.

The Speaker having taken the Chair, on motion, the Bill became law.

Adjourned until 9 a. m. to-morrow.

J. M.

Tuesday, May 2.

Mr. Gilbert moved that the House go