

few people living on the road, which is chiefly used by the people of King's and Queen's Counties, who bring their produce to the Saint John Market. The Road itself is very badly situated, for at every freshet it is overflown, and when the water subsides, it is left a perfect quagmire, and unless a large amount of money is expended to put it in thorough repair by raising it and building the necessary culverts, and so forth, it can never be kept in order. It is certain the people who live on the Road can do very little indeed towards keeping it in an efficient state. Saint John is most peculiarly situated; the country is cut up by creeks, and lakes and streams, so that it is a very difficult matter to keep up the Roads and Bridges. The money they receive is not sufficient for the Bridges even. The work on the Marsh Road ought to have been done last year, and if it had been then looked after, much of the damage which has been sustained by parts going to town would have been prevented. I have received so many letters of complaint that really it has become not only embarrassing but harassing.

MR. LINDSAY.—There is a Railroad running parallel to the Marsh Road which the people can use if the high way is out of repair, so that there need not be much cause of complaint. The hon. member for Saint John says I don't know much about it. Perhaps I know more about Saint John than he does about Carleton County. There is the road from the city over to Indiantown through Portland, and the whole distance, and yet they are continually asking that it should be kept up by the Province. If they pursue the example set them by Carleton they would keep it in good order themselves. The Road from Richmond to the boundary leading to Houlton is outside of the Woodstock district, or that too would be kept up by the people.

MR. SMITH.—Why don't they use the Railway? You got a grant for that.

MR. LINDSAY.—The Railroad we have is more for the accommodation of the people of Houlton than it is for Woodstock. But the hon. member for Westmorland should not speak about railways. He has got Eastern Extension over there, for which we granted them ten thousand dollars a mile, and after that we find that they want land damages as well. I think it comes with a bad grace from the hon. member to speak about grants; he should be sure that his own hands are clean before he attempts to cast a slur upon his neighbors. I challenge the hon. member—

MR. SKINNER.—Don't. (Laughter.)

MR. LINDSAY.—To show a single

instance in which I was ever willing to ask anything for the County of Carleton that I was not as willing to grant to other sections of the Province.

MR. BEVERIDGE.—As it seems in order to ask questions of the Chief Commissioner, I should like to know if any instructions have been given to repair the Roads in the County of Victoria? They are in a very bad state, and many of the Bridges have been damaged by the freshet, whilst others have been carried away. It is said the Artillery from Saint John and from Canada are to pass that way very shortly, and it is therefore necessary that they should be attended to at once.

HON. MR. McCLELLAN.—From personal observation, as well as from the reports of the Supervisors, I am aware that the Roads and Bridges in that section are in a very bad state, and as I have received information from the military authorities that the Artillery are to pass that way, I have given instructions to have such temporary repairs put upon them as will suffice till more permanent works can be carried on.

MR. CAIE.—I should like the Chief Commissioner to inform me why it was that the building of a Bridge in Kent County was sold at auction, whilst another was put up to tender. The Bridge over the Little North West was given out by tender at a cost of £375, whilst that over the Kouchibouguais was sold at auction for £115. It is evident that bridges can be built cheaper when the work is put up to auction, and I should like to know why this method is not adopted.

HON. MR. McCLELLAN.—I cannot give an answer with regard to these special cases without reference to my papers, but in the case of small Bridges it has been found advantageous to put the work up at auction, but where large Bridges have to be constructed it is found better to receive tenders, because then the work comes under supervision, and it can be seen that the work is done thoroughly.

BILLS, &c.

MR. SKINNER moved for leave to bring in a Bill to incorporate the International Telegraph Company. Leave granted and Bill read a first time.

MR. SKINNER moved that this Bill be read a second time, and together with the Bill to incorporate the Western Telegraph Company of New Brunswick, referred to a Select Committee to report upon. Leave being granted the Bill was read a second time and submitted to the following Special Committee:—Messrs Skinner, Kerr, and Smith.

CORRESPONDENCE, &c.

MR. SMITH.—Some time ago I under-

stood there was some trouble in the Crown Land Office with regard to some of the subordinate officers, upon which a lively correspondence was raised between the Surveyor General and Lieutenant Governor Gordon. I should like to know from the Surveyor General if it is the intention of the Government to submit that Correspondence to the House; and also if the Correspondence with regard to the removal of Mr. Lawrence in Saint John from the Chief Commissionership of Railways, is to be submitted. I had hoped that as no opposition had been raised to the Address, and it was the expressed wish of hon. members that the business of the country should be pushed on as rapidly as possible, that the Government would have been ready to bring in their measures and submit the necessary papers to this House. But they seem very little inclined to do anything; and I should now like the Surveyor General to give us some idea whether this Correspondence will be laid before us or not. It is said that the Correspondence between the Surveyor General and Governor Gordon, who I believe is now in another country, I don't know exactly where, for I have not heard from him lately, was of a very sharp character, and I should like to know whether the Surveyor General conspired or Governor Gordon.

HON. MR. McCLELLAN.—If the hon. member will give me a memorandum of what he wants to know I will enquire and give an answer on Monday. So far as I am concerned I am quite willing to let all that goes on outside the Government be known by the public.

HON. MR. McCLELLAN.—There is a constitutional method by which the hon. member for Westmorland can get the documents he requires before the House. He can move an Address, if he desires to do so, that the papers may be submitted. With regard to the submission of the Chief Commissioner of Railways, I think the correspondence was pretty well made public at the time, but if the hon. member is very desirous to have it submitted he can get it by moving an Address. As to delay in laying these matters before the House, I think I can remember a notable instance when the hon. member was in the Government, in which the business was kept back forty days before the Address could be got through, at which time no papers could be obtained at all. But now the Address has passed, business is going on. Bills are being brought in and even passed, although we have only been in session one week, and I really do not see how the Government can push on the work any faster.

MR. SMITH.—I am surprised at the Chief Commissioner referring to that notable instance of delay, for it is well known that that hon. member, who was then in Opposition, was specially assiduous to keep back the passing of the Address.