

that is, that this giving to great lumbering men the right to cut on some 20, 30, or 40 miles of timber land should be abolished. The plan I think should be adopted of selling by the thousand.

I agree in what has been said as to our Mines and Minerals. I believe that either I, or the Government, before the Session closes, will show that we have faith in these resources by employing a competent gentleman to make a thorough geological survey of the Province, and see what we really have here.

All I have to say is, that if the Government will carry out Railway Extension according to the law, either by themselves or by engagements with companies, they shall receive my support. The people must and will have Western Extension. The Government are new men, filling new offices, and I am willing to give them a chance. I believe they should have at least three or four days to feel the honors laid upon them. But afterwards, if they do not inaugurate a policy of extended works, then they must know that there are people in this country and House who will do so. I say this to show the Government that I am willing to aid them in carrying out Western Extension.

Another thing, I am willing to go the whole hog to show the British Government that we are sincere, and that we do not want to sever the connection existing between us, or annex ourselves to the States, (for I do not believe this feeling resides in the breast of one man). I want them to know that the reason we rejected the Scheme was because we love the connection with our mother country, and that the very men who voted against, are willing, if necessary, to shed every drop of their blood in defence of her cause and institutions.

Mr. McMillan.—The member for York has made a long speech with very little touching the matter under discussion. I am not finding fault with the Government for not carrying on Western Extension, for I believe the revenues of the country are in too low a state to admit of it; and are not only so now, but will be for years to come in too feeble a state to carry on the work of the main trunk without taking into consideration the branches. The expense of this work alone will entail a burden of \$200,000 a year upon the country. But I do find fault because they assign reasons for not carrying on the work that do not in reality exist. The Company with which arrangements were made have not fulfilled the conditions of that engagement. Before they can claim anything from this Province, they have to show that they have fulfilled the conditions; that they have provided sufficient funds; and that they really intend to go on with the work by commencing to build a portion of the line. Before the statement made with regard to them can be sustained, they have to do certain things which are yet to be done. But supposing that they had done all that was required of them, was not this law on the Statute Book a year ago? Did not the hon. member for St. John know of this law when he made the statement on the hustings that the work must be carried on at once as a Government measure? Since that time no engagements have been entered into which would prevent the road from being carried on. I believe the position taken by the Government sufficient in itself to kill the company in Saint John. We find by the hon. member of the Government, the hon. member for Northumberland, that it is not the intention of the Government to proceed with the work, whilst

the President of the Council says it will be proceeded with. (Hon. Mr. Smith "No, No.") I would call the attention of the hon. member for St. John (Mr. Anglin) to an article in the Freeman under the signature of A. F. (and for which, whoever writes, he holds himself responsible), in which, after reference to the clause of the address under debate, he says that he "hopes the existing legislation will not prevent the Government from going on with the work."—Now I want to know how they intend to carry it on. There is another point. As I understand the answer to the Speech, it is intended to foreshadow the action of the Government not in the future, not a year or two hence, but at the present time. The Answer now under debate, however, does not seem to claim this for its object this Session. I believe the financial condition of the country for years to come will not admit of the Government carrying on the work. The cost of the main trunk to the country, without the branches, will amount to \$668,000 a year, and if the branches are built to the sum of \$390,000. I am not in a position therefore to vote for the Government to carry on this work, and I hope the hon. member for Northumberland in the Government will not do his constituents the great injustice of laying this burden upon them. If they want the road to be built, why not assist the company by still further facilities without undertaking the whole work as a Government measure. I am in favor of the Amendment.

Mr. WYMORE said in his Speech he had referred to the Act to build extension Westward and to the Facility Bill. He wished just to call the attention of the House to the 13th Section of the Bill which provides that companies, to entitle them to any claims allowed by the Act, must commence to build the road within two years. He merely wished to show honorable members that if any company complied with conditions within that time, they would be in a position to make a claim for the grant.

Hon. Mr. ANGLIN.—I have not spoken as yet, as I thought I would let honorable members have an opportunity to express their opinions, so that I might know what ground to take. I was surprised at the opening attack by the hon. member on my left (Mr. Gilbert). Many of the members seemed much hurt by his remarks, but I considered that he paid the highest tribute he could have done to the Government, for he saw that the Government ought to have done in forty-eight hours from its formation what would take an ordinary one seven years to work out. He must have believed the members of the Government to be men of unparalleled ability; if he imagined they could have even treated upon all the subjects he mentioned. The hon. member for Hestigouche has given the same speech which I have heard before—the same cuckoo cry—that he was not opposed to the Government, but the finances of the country would not admit of further Railway Extension. I think the words of the speech are definite. It distinctly states that the work will be proceeded with as soon as practicable. Oh, but it is said, one member of the Government—who was not then a member of any Government—said on the hustings, that he would not belong to a Government that would not at once proceed with the work. It is not expected that he can drag along seven or eight other men with him to prosecute his plan, without time for them to mature their plans. What that member said, he repeats, that when the Govern-

ment fails to carry out plans which he thinks are for the benefit of the country, he will no longer remain a member of that Government. Oh, but the finances are low. Yes, but what did a then honorable member say on platforms in St. John about this Western Extension. He said that first there was the \$10,000 a mile—an out an out gift, then the amount of Stock subscribed, then the Stock taken by the City of \$400,000, and if sufficient could not be raised after this, he was willing to guarantee to provide the balance of the cost at six per cent. This proposition was put forth by those who now are so fearful of burdening the revenues. We are not here to judge the late Government. This Government, however, distinctly states their policy. They say existing legislation precludes us from taking action on anything that would infringe on the rights of the people. The opposition say there is nothing in the way—this is admitting that there was nothing in the legislation—that it meant nothing. I have said, and I say again, that it was all a sham. It was my impression at the time that no company would be formed, but I was mistaken; a company has been formed; still I freely state that I don't believe they will ever do anything—that they will ever turn the first sod. They have raised funds, however, and their President has gone home. It is true we could repeal the act, but we would not do so whilst there was a semblance of infringement of rights guaranteed to any one by the Act. I am responsible for what I said on the hustings, and prepared to stand by it. The state of the finances has nothing to do with this question. Railroads in their construction do not take money from the revenues. It is raised by loan and if it entailed the levying of further taxes, they would be cheerfully paid in Saint John. But we have a strong belief that it will entail no burden on the country at all. If the city take the Stock of \$400,000 they agreed to, taxes there will be increased about one third. I should have to pay about \$12 more than I now pay, and some would have to pay \$500 more. I say this to show the strong faith the people have in the feasibility and paying qualities of the road. Works of this kind ought to be carried on by the Government. I find the objections raised to this work more contradictory than the speech. Some want the work to go on, others don't want it at all, while members of the late Government want it to go on, and yet not to go on. I think the section ought to pass.

Mr. GILBERT.—I did not rise to defend the late Government at all. I rose thinking this Government did not require to take so long to define their policy. I was born in this country. I may say this great country, with capabilities to maintain a large population, who could put out all their energies and yet not exhaust its resources. I thought that it was not necessary the Government should take long to show the policy they intended to follow. I thought the men who composed this Government, possessed as they are of great minds and large abilities, could go on with the great public works, and define their position even though they had not been in existence twenty-four hours. I rose, not to oppose the Government, but as the representative of a large and influential constituency—not to defend the late Government, for I was opposed to its do-nothing policy. But wishing to warn the new Government that "something ought to be done," that the sound of the pick and the hammer might be heard in the land; that great works might be car-