

asked for their policy, after a great deal of difficulty they announced it. Then they gave us a policy which I consider unworthy of themselves—particularly of the hon. Prov. Secretary. A paper was brought down, which I conceive to have been of the most deceptive and unworthy character. The paper which was read said that the terminus would be selected, and that all necessary surveys would be made to enable the government to propound their policy and to set the work in operation. I need not say that not one of these promises has been fulfilled—they were not intended to be I suppose. No survey was made; not even a member of the Government, that I ever heard of, selected a site for the terminus in Pictou—not a measure was taken to induce the people of Pictou to believe that a single step would be taken in order to prosecute that road. But now some hints were thrown out that a different course would be taken. We are told we have a great revenue.—Mr. McCully has given an enormous sum of money from the railroad, and they will be unable to say to the people that they cannot extend that road on account of a want of funds. I think the Attorney General proved beyond a doubt that the road could be built for an expenditure of only six thousand pounds per annum. If that be true, if the calculations made by the Attorney General were honest, the profits of the road last year should have induced the Government to further the undertaking. Why is it then that the Provincial Secretary comes down and says, Here it is, squabble over it? He does so because he has no intention of proceeding with the road.

What does the leader of the Government say? He says—Here is a road to cost half a million of money, if I extend it to Pictou. I cannot say if we have the money to do so, but here, take it and do what you like with it. Not only has the hon. gentleman by such a policy as this, forfeited the pledges which he voluntarily made to the people of Nova Scotia; but he has deserted the very principles which he himself framed, since he has thrown this important measure to be used as a foot-ball. The hon. Financial Secretary—in his recent canvass, in Cumberland, has given us a more distinct policy; for, at a meeting held at West Chester, he said that their object was to extend the road ten miles out of Truro, and then wait till the country was in a condition to go on with the main trunk. I hope we will have a distinct answer whether this is the policy we are going to have, and whether the people of Pictou are again to be deluded by promises of a railway which there is no intention of granting them.

I feel bound to assert my belief that in the policy which he has propounded the leader of the Government is not sincere. What did we hear the other day? He actually invited his own friends not to vote for it. He declared that the Hon. Colin Campbell could not vote for it—that Mr. Hatfield would not.

Hon. Prov. Secy. said.—The hon. gentleman who has just sat down says he doubts exceedingly if I am sincere in telling this country I intend bringing down a measure for railway extension.

Mr. J. MacDonald—I said I doubted whether you were sincere in intending to carry it.

Hon. Prov. Secretary—That makes no difference. I tell him, in the presence of the people of Pictou, that God help that county if I am not sincere in advocating the extension of the railroad to Pictou. Then they have but a slim chance of ever getting it. I tell him, in the presence of his entire constituency, that if I am insincere it will be a long day before Pictou gets a railway.

He says I should bring it down as a Government measure. I should, do this if I wished to be defeated. Can I bring it as a Government measure, knowing that the party that sustains me on general grounds, will not all support the Pictou railroad—a statement I make candidly, frankly. I tell him, so sincere am I, that rather than the railway should not be extended, I would tender my resignation to-morrow to carry it.

I will take the members on either side to show my position. Take from the majority I have got four members—for that number at least will not vote for it—and that makes a difference of eight, and my government is shattered—the railroad is lost, and the people of Pictou will have to go without it. Then stake the opposite side, where there are also six at least opposed to the measure—and how can the opposition carry it? Therefore I proclaim, in the presence of the County of Pictou, that if the railway is lost the responsibility and the fault will rest more upon the hon. gentleman than upon any other man I know. (Hear, hear.) It is known that no government is bound to retire upon a public measure unless the opposition can carry it. If the gentlemen opposite were united upon that policy—if they could attach to themselves from this side a sufficient number to form a government, and carry out that public work, they would be in a position to taunt me and ask me to resign. But I say it is not their policy.—They would not start a mile were they in office to-morrow. I do not stand and say to Pictou I am going to bring a measure for a blind. No, sir, I never did that; the best proof is that what I ever yet brought forward I carried; and I am going to carry this.—I mean as far as my ability goes.

When the railway policy was adopted originally, every man on both sides pledged himself, that if the other Provinces gave us an intercolonial railway, we should go north; and that if the other Provinces did not consent, we should go on to Pictou. But I propose to come down and ask this house to build the ten miles next summer; we can then ascertain by negotiations with the adjoining provinces and the imperial government, whether an intercolonial railway is on the cards or not. But, if that line cannot be got, this Legislature is bound to go on to touch the Gulf of St. Lawrence. That policy, I believe, will recommend itself to both sides of this house.

If the hon. member for Cumberland will get up here and say that he is in favor of carrying this road to Pictou, that he has got a majority to do it, that will materially alter my position; but, I do not believe he can make such a statement on the floors of this house.

Dr. Tupper—I do not consider that the hon. President of the Council has fairly stated the duty of an administration. Why, he tells us that it is his duty to resign only on a great public question if the party opposed to him is prepared to carry it. He mistakes the whole scope and character of responsible institutions. They teach the very reverse of what he would have us believe. If the government have a policy and cannot carry it they are bound to resign and place the government in the hands of those whose policy is supported by a majority of this Legislature. He therefore stands in this position, that he is the advocate of a policy which the government do not want.—And let me here tell him that I intend to be as frank as he has been in this matter. I believe a government that will endeavor to fasten half a million of debt, is a government that does not deserve the confidence of the house for a single hour.

What are the facts? If there was even a single issue drawn between the two parties, he knows right well it was this question of the extension. At the close of the session of 1859, the important question of the extension was moved, and the government said they could not burden the country with another half a million of debt, until the results of the railway proved we would be in a safe position to undertake it. What have we to-day? Let me say I rely little upon any calculations made by the Chairman of the Railway. The other day I showed that the public documents were unworthy of consideration. I hold an evidence to prove that we are just in the same position to-day. It is well known that the late government gave an order to the Railway Board to publish the receipts on the line with a view of giving accurate information as to its condition. Now we find in the Royal Gazette, where these receipts are published, that whilst the whole year's increase has been something over \$9,000, and while one third of that accrued during the last month that Mr. Mosse was in charge of the line, Mr. McCully has made it appear from the mode in which he has cooked the figures that during the last three months there has been an increase of over a thousand dollars, the actual fact being that during the last three months there has been a deficiency of over that amount. (Dr. T. here read the figures.) Here then instead of having a gradual increase we have a paltry increase for the whole year, and an absolute decrease for the last three months—the railway being actually worse off than in 1859. Yet with the fact known to the government—unless Mr. McCully is as well able to deceive his colleagues as he can the country—they come down and ask us to extend the railways. The hon. Prov. Secretary repelled the charge of insincerity. I charge him with insincerity. Mr. Laurie brought in a report, shewing it would be wise and judicious in a financial point of view, to extend it to Hantsport, though the member for Windsor absolutely opposed it. He endeavored to show this house that no advantage would occur from carrying it to that place—though the reverse was shown by the visit of the Prince. But what do we see now? We see a policy which is to fasten two antagonistic lines on Nova Scotia. In the speech there is just as much pretence of extending it to Hantsport as to Pictou. But I say we are not in a position to extend the railway a single mile in any direction.

In the session of 1859, I received a telegraphic dispatch from an influential gentleman in Pictou, saying, "support the railway to Pictou, and we can send you four men." Did I then go and sacrifice the true interests of the people of Nova Scotia? Did I abandon my own views? No, sir, I placed my office on the shrine of my duty, for I could not but feel conscious, that very likely four votes would decide what party was to form the government. I did not wish to sacrifice half a million of money. I knew that not only would the whole revenue be irretrievably embarrassed, but the road money would be stripped from every county in the Province.

I do not believe, indeed, that either Mr. Colin Campbell or Mr. Hatfield will continue a single day to support a leader who will fasten half a million on the people, if he get men enough from this side of the House.

The hon. member has boasted that he alone made a hundred miles of railway. I am glad he has done so; for I had the misfortune to be challenged in some part of Yarmouth that I had made seventeen miles of it. (Laughter.) It would give me no trouble to sweep away those self-gratulatory terms in which they talk of the revenue. I can easily show at the proper time they owe their increase to the previous administration. From the careful management during the crisis of 1857, we were able to place our financial affairs in a satisfactory position. But the tide is already turning, and the prospect for the future is ominous indeed. The hon. gentleman concluded by moving an amendment to the Address, against the Railway policy of the Government.

Mr. Grant regretted that the government was not in a position to move the extension to Pictou; but he was content to take the best chance he could get. If the opposite side of the house would promise to carry the railroad to Pictou, he would at once cross the floor. If there was a party in the legislature that could carry it, he would support them.

Hon. Prov. Secretary thanked the honorable member for Cumberland for the candor with which he had made his explanations. But he had charged the chairman of the railway with giving his financial statement with a view of deceiving the public. Such a statement he (Mr. H.) could hardly believe; but he would, however,

ask Mr. McCully to verify his statements. Mr. Tobin said he did not at present intend discussing the question of the liability of the city of Halifax. He had always taken a great interest in railways; but he regretted to say that having given some attention to the subject, he was afraid they would never be a paying speculation in this country.

Mr. Chas Campbell asked if anything was to be done with the St. Peter's Canal next summer.

Hon. Prov. Sec. answered in the negative.

Hon. Attorney General would ask, did the member for Pictou know what he was talking about? Did he not know that the late government had to borrow from abroad £100,000 to pay the interest of the debt, and that they spent £100 a day to work the road, whilst the present government in a single year out of the ordinary revenues of the country had paid the interest without borrowing a shilling? He would ask, did this look like a government that would involve the country in ruin?

Dr. Tupper was glad the hon. Attorney General had at last found his tongue, and he also perceived that he was able to make use of the same plausible and specious statements with which he had been accustomed to delude the house. He knew that the statements he had just made were unworthy of him. What position did the late government find themselves in when they came into power in 1857? Up to that time all the railway interest that had been paid in Nova Scotia did not reach £10,000. The very last year the previous government were in power, although they ran the country in debt something like £36,000. The hon. Attorney General, when referring to the money paid by the late government for the cost of construction of the road, concealed the fact that the government were then engaged in the construction of other great public works besides the railway—the Lunatic Asylum, for instance; it was therefore unfair in him, by such specious arguments, to endeavor to mislead and deceive the public.

Mr. Morrison presented a petition of Mr. Amos Woods and others, against the return of Mr. Donkin, on account of alleged bribery.

Monday, the 11th inst., was chosen for the drawing of the committee.

TUESDAY, Feb. 5.

The committee to try the merits of the petition against the return of C. J. Campbell, Esq., were drawn: Messrs. Pryor, Killam, Donkin, Chambers, Wade, Robichau, Mosely, Shannon, Esson, Morton, C. J. Campbell, Annand, Cochran, Martell, Chipman, L. Smith, Cowie, and Colin Campbell.

After striking off the number of names allowed by law, the following gentlemen were announced as the committee—Messrs. Robichau, Mosely, Morton, Cochran, Martell, L. Smith, and Colin Campbell.

THE ADJOURNED DEBATE.

Hon. J. W. Johnston said that he was physically unable to attempt anything more than a few brief observations. The Lunatic Asylum to which the attention of the House had been called, was a subject of deep moment. In the course pursued by the Executive, unconstitutionality was clearly perceptible; the law had been ignored, its provisions violated, the solemn action of the Legislature treated as idle and unworthy of consideration. Not a word was said of the charge wrought in the Government of the Institution contrary to Law. He thought the reasons given in the answer to the speech, were utterly inadequate and insufficient to justify the action taken. When investigated by a Committee it would in all probability be found that the charges of extravagance were largely exaggerated.

He marvelled how the Government dared to interfere as they had done; how they presumed to stand between the law of the land and the helpless-stricken inmates of that Institution—to strike down at one blow the only protection accorded to the most defenceless portion of all God's creatures. (Hear.) Nor could he imagine any position more humiliating for a Lieutenant Governor than to have put into his mouth a speech attempting to justify, by statements, specious but insufficient, conduct so utterly unjustifiable.

The Executive were responsible for His Excellency's Speech; that principle was thoroughly understood, and their handiwork was evident in its construction. Something was necessary to cement the falling fabric; so we find it indicated that the funds are to be cut up in a particular way—parcelled out in scraps here and there to suit governmental purposes. A Representation Bill was also referred to; he would not anticipate the measure, but begged to remind the House that the Bill introduced by the late Government was founded on principle. He hoped the present Government would follow their good example, and not attempt to foist on the country, *notens volens*, a measure designed for party, private and political purposes. The existing Government were the last persons to essay the passage of any measure having for its object the purification of the Electoral system; they could not with clean hands attempt to free it again from the stains with which it was heretofore contaminated; their past conduct did not entitle them to public confidence or respect.

He would now offer a few remarks on that part of the address to which the motion he intended making was directed. It was stated that the question of railway extension should receive the careful and deliberate attention of the House. The Railway was one of those momentous, all important subjects which should be kept free from party action. Just previous to an election in Pictou, surveyors were sent with their chains and stakes and flags to make a display

and influence the people, and as soon as that election was over, the stakes were taken up—the red flags and those who carried them disappeared, to return no more. That demonstration was made to deceive and entrap the people, and he did not doubt that the hon. gentleman reaped the benefits of his deception. The late Government were at all events exempt from all charge of having prostituted that public work to their own purposes. When in power, they had directed a survey of the line to Pictou, the remunerative capacity of the portion then constructed not having been tested. After thorough investigation, they came to the conclusion that it would not be either the duty of the Government or for the public interest to build that road at present. Not having been in the House yesterday, he (Mr. J.) had not heard the speech made by the hon. Prov. Sec. but was told that he contemplated constructing ten miles of Railway from Truro in the direction of Pictou—there to stop short in the wilderness, and await the result which the chapter of accidents might give rise to.

But even on this policy—barren, unfruitful, and injurious as it would of necessity prove—the Provincial Secretary did not hesitate to say the Government were divided. (Hear, hear.) Did any Government with the slightest pretensions to unity or strength ever venture to make so damaging an admission as that, on a policy so momentous—a policy involving large expenditures—which may imperil the revenue—a policy on which the future efficiency and paying properties of the line mainly depended the Government were divided? He did not hesitate to affirm that no precedent for such a course could be found. The Hon. Prov. Sec. had alluded to a circumstance that transpired some years since, and expressed a hope that Mr. Campbell and Mr. Hatfield would follow the example of Mr. Huntington? What did he do, sir? Mr. Huntington resigned, and with all those holding similar opinions to him withdrew his support from the Government. All independent men would be bound to pursue a similar course; to act otherwise would be to support a Government whose views and policy they condemned.

Without occupying further time he would move the following amendment

"The policy of extending our railways having been propounded in the speech with which Your Excellency was advised to open the Legislature; and the President of the Council and Leader of the Government—while declaring his determination to build ten additional miles, which must terminate in the wilderness, and be comparatively useless—having admitted in debate that the Government is divided and his party in the House in the minority on the question; while the dilapidated condition of the roads and bridges, in consequence of the withdrawal of nearly one-half of the amount formerly granted for that service, is notorious and deeply felt by the people;

We beg to state to Your Excellency that the policy propounded is not entitled to the consideration of the Legislature, nor the Government proposing it to the confidence of this House."

Mr. Harrington felt bound to vote for the amendment just moved.

He alluded to the project of a steam ferry across the Gut of Canso. He could not see the advisability of that scheme. He was in favor, however, of having a steamer at the Gut to be used as a tug boat for vessels coming down the Gulf.

Hon. Financial Secretary alluded to the Lunatic Asylum. The fact was notorious, that the superintendent of the Asylum and the steward were continually at variance with each other.—Were the government to allow such a state of things to continue until the house met? No; if they were to merit the title or to carry out the functions of an administration, it was their duty to induce not only economy instead of extravagance, but also harmony out of discord.—This they did, and therefore deserved the confidence of the people of this country.

A representation bill must come before the house in some shape or other. Equal justice to all should be the first object of a representation bill which was to meet the approbation of the people.

He next alluded to the railway and to the opposition, which the hon member for Annapolis had given it in the past. If we make ten rules common to both the Pictou and Trunk line. Could any policy be more satisfactory than that? He thought not.

Hon. Prov. Secretary next addressed the house. He stated that Mr. Huntington retired from the government in consequence of his ill health, and not because he was opposed to the Railway policy. As regards the question of Education, the member for Richmond found fault that no mention was made of it in the Speech. He (Mr. H.) would deal as frankly and explicitly with the house upon that subject as upon any other. In 1841 or '42, when he (Mr. H.) was a member of Lord Falkland's government, and sustained by the largest majority he ever had, he came forward with all the enthusiasm of a young legislator, and made one of his best speeches in favor of assessment for the support of free schools; and the result was, when the house was divided two-thirds of it voted against him. He did not move in the matter again for some years afterwards, when Mr. Dawson, the then Superintendent of Education, came to him and urged him to try it again. He (Mr. H.) told him it was no use, the country was not educated up to it. Mr. Dawson, however, was so earnest about it, and so sure that he (Mr. H.) was wrong, that he tried again to induce the House to adopt the assessment principle, and again he failed. He was not in the house when Mr. Young's bill was introduced, and consequently was not bound by it. He thought this even a worse time than formerly to bring forward that measure. At the time he referred to, we had the old forty-shilling free-

Febru hold; now broader sys member for educational ments of the oppose it. Mr. C. J government cupied by t Hon. Pro ber that suff of; perhaps have the of the hon. ge Dr. Tupp necessary to tlemen opp Hon. Mr more appro to be had eviden thoughts. In answ the Hon. L get up and half a mill minority of it himself, would not the late go work; but knowing (Hear, he Mr. Bo tes at Lou place, ask Dr. Tu he had re of Amher tance to s this way new syste thus bring they mig might be been neg Hon F ter for th every we ed. Mr. M ment to s as follow Resol cy's spee vote for to consis troduced has disti road ext Executi member Resol have be pass. After ment w member might b It wa Railwa the go sure to intende subject The stand an open sible. Mr. the lat railway recess took a had fo man, a firmed Digby and w the e once. way work shoul lieved consti Ho Yarm out sa gards night gentl an an woul of his s He the l of th a re ward eastv ance on w man the was utio The bate cou gar