

the road to Pictou, and connect it by steamer with Port Hood and Arichat, and you confer a most desirable boon on that beautiful island, which at this moment is so exceedingly full of interest. Nor ought I to pass over the extensive coal mines on the harbor, which may be found most useful for the purpose of replenishing the market here. Looking at the question in all its bearings, and with a view to the interests of the whole people, I have felt that as a member of the government I was bound to adopt the policy of extending the railroad to Pictou, and as I believe doing the best thing possible for the Province as a whole. I am not insensible to the objection to the extension to Pictou that it must consume a large portion of the public funds, but, sir, I remember that the ground upon which the Pictou railway in 1859 was rejected, was the embarrassing condition of the resources of the country. We are happy now to know that this ground of objection no longer exists, and that scheme will not prevent the government offering to this house a very much larger sum of money for local purposes in the shape of increased road grants, and for objects of local improvement. I may here observe that it will be perceived that no large amount will be expended in this undertaking during the present year, because the work of preparation will occupy the greater part of the season available for work. But, sir, there are other considerations that may present themselves. I have adverted to the Intercolonial railway. Now I wish to deal with that subject with entire frankness. I do not desire for one moment to conceal my conviction of the great importance of railroad communication between the three provinces of Canada, New Brunswick, and Nova Scotia. I look at the question in a broad light; I consider it in its national aspect. The aspiration of my heart has always been for the union of these provinces. I believe that it is the duty of every man in Nova Scotia who desires to raise his own position as well as that of his country, to do his utmost to bring that union about. During the late recess the government were called upon to unite in a survey for the Intercolonial line. We were asked to unite in it with a view of ascertaining whether a practicable route could be found through the central part of New Brunswick. But, as every one knows, that survey passed off in consequence of some disagreement growing up between New Brunswick and Canada. Canada is now engaged in that survey on her own resources, and I have no doubt that the Legislature of Nova Scotia will be ready, if that work goes on, and is performed satisfactorily, to deal with our sister Province in a spirit of liberality, although at present no obligation whatever has been entered into. But how do we stand as regards the Intercolonial Railway. The negotiations entered into a year or two ago have entirely failed. We are told so, indeed, by the Colonial Secretary, who has refused to give the Queen's assent to the bill, because it is inoperative until the Provinces unite. There being, therefore, no present probability of the construction of the Intercolonial line, we felt we could not hesitate to deal with the important question of extension of our own railway to the Gulf. We felt there had been already too much procrastination displayed of late years in reference to this important work and that we were called upon to say whether we would go to Pictou or not, and that any other course was liable to the charge of disingenuousness and unfairness of intention toward the counties to the east. But do we abandon the hopes of an Intercolonial railway? I think not. It is quite obvious that the connection between the States and Halifax is coming to be looked upon as a measure of importance in the former country, and especially in the State of Maine. The same question is being looked upon as important in Canada, and if the policy of the United States should be carried out of taxing Canadian goods in transit from the seaboard cities to Montreal, it would be a necessity for Canada to find her way to the seacoast by some other way than through the United States. Looking at the present state of things, then, I cannot help feeling that the Intercolonial railway or communication with the railway system of the United States is a thing that may be matured at no very long period. Then Nova Scotia will occupy a most enviable position; she will be courted for the purpose of allowing this communication to take place. I have one word to say with reference to a point of this subject which is entitled to some observation—that is, the mode of construction. If the railway is to be extended to Pictou, it must be upon the existing policy. If any man imagines for a moment that in advocating this measure I have lost sight of the peculiar claims that bind me to the western portion of the province, he utterly misunderstands my character, and fails to appreciate my motives. Do I forget the interests of my own constituents? Do I forget the claims of the people of Annapolis upon me,—of that constituency that through twenty years without fail, and without wavering, has rendered to me its confidence, and a large proportion of those who compose it more than their confidence, their personal affection, respect and esteem? Forget their interests! No, Mr. Speaker, "let my right hand forget its cunning, and my tongue cleave to the roof of my mouth," before I forget the interests of that constituency. Do I forget the interests of my constituency because I am advocating this measure? No, I feel I have taken on this question a view such as every member ought to take. In respect to this measure, full as it is of embarrassment, conflicting as it necessarily does with interests and feelings in various quarters, I have done, and the government have done that which it is their duty; they have adopted that policy which on the whole will do least evil and effect most good. And if our policy shall have the effect, as I earnestly hope and trust it will, of quieting those discords and feuds which

might otherwise have separated and divided this country, and raised a strife most injurious to its best interests, then I shall be satisfied with the part I have taken in introducing this measure.

Mr. Killam, said I cannot refrain from making a few remarks on a question concerning which I entertain such strong convictions. The hon. gentleman who has just spoken has made, as he always does, when he addresses this House, a very pointed speech—he has endeavored to put this question in the most favorable light that is possible. There are, however, in his speech, a few points which I cannot for a moment allow to pass unanswered. He has attempted to explain the policy that he has before upheld in respect to railways; he has told us that his desire in the first instance was to have railways constructed by private enterprise. It is unnecessary for me to dwell on the policy of the hon. gentleman, for every body versed in our political history is familiar with it. He does not now say that his opinions are changed, but urges that the policy is settled—has become a fixed fact. That is very strange ground indeed, for him to take. Well, government from time to time has fixed upon that policy and carried it out, but there has been always a party in this house opposed to it, who have never approved of it. I deny that the country has approved, as a whole, of railway extension. The strong political feelings of different constituencies and different parties would long ere this have driven the country to ruin, if it had not been for a certain power of recuperation that exists amongst us. The hon. gentleman endeavored to put the question before us in as favorable a light as possible, but he does not succeed in explaining away his inconsistency. He says he was against the policy of building railways by the government; but his reasons for acting so differently now are not very clear or logical. I think it is obvious that he has stronger grounds now than he had formerly. We have tried out the experiment, and it has not met the expectations of those who advocated the policy. If the honorable gentleman's opinions were strong in 1854, they should be certainly far stronger in 1864, when the question is no longer a matter of experiment. I believe the bill which the hon. gentleman has introduced, despite all he says, is contrary to the real interests of the whole people. He tells us that certain counties have returned members in favor of the railway; and that brings me back to what I stated before that the people had been blinded to their own interests, and looked more to the political aspect of matters. The hon. gentleman also says that if the question of railway extension was not vigorously dealt with a most dangerous feeling would be aroused. I do not see why he should be so fearful of such a result. I cannot see why he should not consult the feelings of those he represents rather than those he does not represent. If a man wishes to respect the feelings of any party, it should be of that which has always supported him for 20 years. He also made a reference to the importance of having speedy means of communication with Prince Edward Island, but I do not come to the conclusion he states he has. I doubt very much if the trade will turn out as profitable as he anticipates. There is a railway already joining the Gulf of St. Lawrence, at Shediac, and opening up a trade with the Island, and I find that the result has not been as was expected. I can see no reason, whatever, for acting so hurriedly with regard to this question of railways. I earnestly trust that this measure will not become law, but that the house will refuse to sanction the expenditure of so large a sum of money out of the hard earnings of the people.

Mr. Archibald would ask whether it is the intention of the Government to leave on the statute book an Act which declares that Canada shall have two years to unite in the legislation of New Brunswick and Nova Scotia, or whether it is their intention to repeal that act. I would also like to ask another question—the act of last session provides for the construction by a company as well as by the Government. I would like to ask whether the Government has received from any body any proposals with respect to the construction of a railway by a company.

Hon. Provincial Secretary said the President of the North American and European line, had made a proposal to them for the purpose of constructing a road to the State of Maine, which involved the transfer to the company, without any payment, of all the railways constructed in Nova Scotia, and the sum of \$80,000 per annum in consideration for the construction of the railroad.

There had been a communication received from Mr. Giles, but he did not know how far he was connected with the same Company. There had also been another but not offering terms which the government were disposed to entertain.

Hon. Solicitor General.—There is no clause in the Act referring to the extension to Pictou, providing for a Company. There is, however, one in the act concerning the Intercolonial Railway.

The Railway was made the order of the day for Friday.

The house then went into committee on bills, after which, the House adjourned.

WEDNESDAY, March 9th.

On the reading of the amendments of the Legislative Council to an act of the Revised Statutes relating to size of Apple Barrels.—Mr. Longley moved that they be not agreed to, which passed.

The Registration of Births, Marriages and Deaths.—Hon. Atty. General asked leave to introduce a bill relating to the "Solemnization of Marriage, and the Registration of Births, Marriages, and Deaths." The hon. gentleman

said that as regards the solemnization of marriage, this bill did not alter the existing law; but as to the system of issuing Marriage Licenses, considerable alterations were proposed.

Under the present system, the cost of the marriage license was considered a burthen, and although he could not say that he sympathized very much with those who grumbled at the expense of the process which translated them from the forlorn condition of bachelorhood into the happy state of matrimony, yet still there was no doubt it often formed the subject of calculation.

It was proposed in the bill to reduce the price of licenses from four dollars to two dollars and a half. The Post-master General in the first instance, is to have the distribution of the Marriage Licenses, and he is to send them to the Issuers, who shall be as far as practicable, the post and way office keepers. The application for licenses then, instead of being made to the Minister, would be made direct to the Issuers. Provision is made for the Minister to return the license to the Deputy Registrar within ten days after the celebration of the Marriage with a certificate, stating the fact of the celebration—the names of the parties, and the time and place of such marriage. The issuers of Marriage Licenses are called Deputy Registrars, and they are required once a quarter to make returns to an officer appointed under the Bill, who is to be called the County Registrar, of all certificates of Marriage which have been returned to them. It is provided that every minister shall keep a register, in a form furnished to him for that purpose, of all the particulars of every marriage solemnized by him—which he shall return to the Deputy Registrar—who shall return it to the County Registrar.

It is proposed that the County Registrar shall be the Registrar of Deaths, because the remuneration will not be sufficiently large to warrant a distinct establishment. The County Registrar will enter these returns of marriages in a Marriage Register Book to be kept for that purpose with suitable indices—referring to the surname of the husband, the maiden name of the wife, and the surname of any previous husband she may have had.

For the purpose of registering Births, it is provided that every father who is blessed with a progeny, should upon the occasion of the birth of a child, within a limited period prescribed in the act, go to the Deputy Registrar and fill in the particulars in a blank form furnished him for that purpose which he should sign, and which shall be countersigned by the Registrar. The Deputy Registrar shall return these particulars to the County Registrar who shall enter them in a Book to be called the Register of Births.

The Registration of Deaths will be accomplished in a similar manner. Any person in whose family a death occurs, will give the particulars to the Deputy Registrar and sign a printed form to be filled up accordingly.—These forms will be returned every quarter to the County Registrar, and in this way as complete a system of Registration of Births, Deaths, and Marriages as is possible under the circumstances will be provided.

It was thus proposed by this bill to supply a want which had long existed in this country, and he hoped that gentlemen on both sides would give their aid in perfecting the details of the measure, so that it might be made as beneficial as possible.

Mr. Archibald could not help remarking that the machinery of the bill, and many of its principal features, were similar to that introduced by the late Government two or three years ago. He assured the leader of the Government of his desire to afford every assistance to perfect a measure which he considered greatly affected the interests of the people.

The bill was read a first time.

The House in Committee on Bills resumed the consideration of the bill relating to County Assessments, which after considerable discussion was passed.

THURSDAY, March 9th.

Mr. Locke asked when the government would show the house what amount is to be granted for road and bridge services this year.

Hon. Fin. Sec. replied that the estimates were now in the hands of the printer, and would be ready to submit to the house in course of a few days.

The Intercolonial Railway.—Mr. Archibald asked whether it was the intention of the government to repeal the railway legislation of last session.

Hon. Atty. Gen. replied that the acts referred to by the hon. leader of the opposition would be left out of the revised statutes, and consequently would no longer be law.

Mr. Archibald said that the existing law bound the province to contribute towards the construction of the Intercolonial railway should Canada accept the offer of the Duke of Newcastle, on behalf of the Imperial government, within two years, he hoped Nova Scotia would be faithful and adherere to the pledges she had made with reference to the Intercolonial railway negotiations.

Hon. Provincial Secretary said that the negotiations respecting the intercolonial railway project, and the subsequent legislation, were subjects that were well understood. The late government, at a time when they did not reflect the sentiment of the country, undertook, at the close of the late session of an expiring house, to place upon the statute book of the country, by a party majority, an act to bind the province to the expenditure of an enormous sum of money, and by a party vote, and by a very small majority, they succeeded in forcing such a law upon the country. That policy met with the unqualified opposition of the then opposition—the party now in power—who used

every means at their command to prevent it from prevailing but without success. Now, what were the facts of the case? In 1862 representatives of the three Provinces, met in Quebec, and an arrangement for the construction of the intercolonial railway was agreed upon. Subsequently a delegation from the three provinces was despatched to England. The result was that the delegates disagreed, and those from Canada refused to accept the terms proposed by the Duke of Newcastle, and so soon as this fact was made known almost everybody arrived at the conclusion that the project of an Intercolonial Railway was an utter failure. A more solemn farce was never acted in any country than was in the legislature of this Province last session with respect to the railway measure before adverted to. A bill to provide for the construction of an intercolonial line, after it was abundantly evident that Canada had abandoned the scheme, was introduced and forced through the Assembly by a party vote. The object of such action was well understood by the party then in opposition, and also by the country generally. Directly after the passage of that act a dissolution of the Assembly took place, and a general election followed which resulted in the party who forced that measure upon the statute book, being scattered to the winds, and the party who opposed it, triumphantly returned with an overwhelming majority. Subsequently, Canada proposed a survey of the route, but the proposition was a reasonable and tangible one. But owing to some difference, or misunderstanding that arose between the governments of Canada and New Brunswick, the survey was not proceeded with, and for a time the subject remained in abeyance. Very recently however, the Canadian government had decided to survey the entire line, at her own expense, and because the government of that Province had despatched Mr. Sanford Fleming on snow-shoes to commence that work, the *Chronicle*, that Jim Crow organ, declared that this Province must wait, must hold its breath for a while, must stay extension in any direction until we ascertained what course Canada would pursue. The government believed in the policy of an intercolonial railway, and considered the subject of the most vital importance, and were prepared to engage in it on any feasible terms, but certainly not in accordance with the terms and conditions of the act placed upon the statute book last session.

Mr. Archibald said the usual course in case of questions asked of a member of the government was to confine the reply to the questions put; but the hon. Provincial Secretary had answered the only point of his (Mr. A's) observations which did not need a reply, and had left unanswered that point to which a reply was desired; he felt that the fair and manly way in which not only the sister province of New Brunswick but the Imperial government had acted, rendered it our duty to preserve entire good faith towards them in the steps we should take. Now, under the act passed last year, these parties had the pledged faith of our legislature, that if Canada, within the period of two years from the passing of our statute, should enact corresponding provisions, we should be prepared to carry out the agreement of Quebec in its integrity. The hon. Provincial Secretary seemed to imagine that the question of public faith depends upon the numerical majority which gives the decision. He (Mr. A.) reprobated such a doctrine as subversive of every principle of legislation. The hon. gentleman had spoken of the marked disapproval of the Intercolonial policy indicated by the returns to the present house; but he would like to ask the members of the present government, who were now proposing the Pictou Railway, where many of them would be if they had an election to run to-morrow? What would the constituency of the Attorney General say to his action? Where would many of the members of the western counties be, who were expected to give their aid to this measure? He did not mean by this to say that the policy of building the Pictou Railway was wrong, but he mentioned it to dispose of the argument of the hon. member, and to show that if he was to be tried by the same test, he would find himself very speedily in a minority.

Hon. Atty. Gen. observed that they all knew that the Legislation of last session was a farce, and when the measure was introduced he had remarked that it would be treated as a farce were it not for its prospective tragic consequences. They all were aware of the objects of legislating for the construction of ten miles towards Pictou; it was only for show and sham, and the other bill relating to the Intercolonial was designed to have an effect in other quarters.

Mr. Archibald said that the hon. Attorney Gen. had stated that the railway legislature of last session was a farce, and had hinted that it was intended only to have political effect on the elections. Now there was not the shadow of foundation for any such assertion, because instead of the railway policy of the late government being an aid in their appeal to the country it had the very opposite effect.

Hon. Prov. Sec. said he had never asserted that Canada had been guilty of a breach of faith. He presumed that the delegates went to England clothed with authority to accept any proposition that they considered feasible, or reject any that they considered disadvantageous to the provinces they represented. When the sinking fund provision was demanded, the delegates from all the provinces were justified in rejecting that proposition, and the Canadian delegates did reject it; but it seemed that the New Brunswick and Nova Scotia delegates were prepared to agree to almost anything, and they concluded to accept it.

Spring Hill Mining Company.—Hon. Prov. Secretary rose to introduce a bill to incorporate the Spring Hill Mining, Manufacturing, and Transportation Company. He observed that