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WANT OF CONFIDENCE DEBATE.—Continued from Fifth Page.

wrong. Was it thus that the friends of the Government pretended, in the face of facts, to gull the people? It was, however, impossible for any one to justify the Government on their railway expenditure in St. John. There they had not the slightest legal authority to expend a shilling previous to the finishing of the line from Shediac to the Bend, not to speak of the wasteful extravagance with which that work was now associated. He defied the Attorney General to name a single clause of the Railway Acts which the present Government had not violated, and therefore he declared them unworthy of public confidence. The Government press had tried hard to mix up the question of the Prohibitory Law with the existence of the late Government; but they well knew that in this statement they were circulating what was not true. The Liberal Government had never introduced that law as Government measure; and it was well known that on the subject they were equally divided. A religious crusade had also been got up; but on that subject, too, he could appeal to the House and the country, that the Liberals had ever supported equal rights for all denominations, and that, too, at a time when the leaders of the present Government had put themselves at the head of a party, with the view of advancing their political interests. With respect to the Prohibitory Law, a law which he (Mr. Smith) had ever opposed, it must, however, be granted that it was a great experiment, which is even now on the eve of being adopted in Nova Scotia, and which, if not passed here in '56, and found impracticable, would certainly be adopted in '57. The learned gentleman concluded by thanking the House for the attention which had been paid to him in the course of his observations.

Mr. McADAM was as independent as his hon. colleague who had addressed the House that afternoon. The present Government, he considered, entertained the same views they always had. They had not done anything to regain the confidence which they had lost; for his part, he hoped they never would. It was not safe, he considered, to repose confidence in those who had once forfeited it. He thought in case of a dissolution he would be returned by the people, or some one else would be returned on the same principle; and, in his opinion, his hon. colleague (Mr. Street) would have to modify his views before he could be again elected in Charlotte. He was happy to state that he should vote for the amendment.

THURSDAY, Feb. 19.

Mr. McCLELLAN said that having the honor of representing an important section of the Province, he did not intend to give a silent vote on this amendment; but having waited so long he feared that much originality would not appear in his remarks, inasmuch as many arguments which he would have advanced had been already adduced. He deprecated the remark made by some hon. member, that this amendment showed an unfair disposition to scramble for office; for he had noticed that while the adverse party had the ascendancy, similar struggles were made, and frequently too. "Justice should be even-handed," is a memorable sentence, and should apply equally to governments as to society.

The late cabinet were undoubtedly ousted by an unparalleled and unconstitutional exercise of the prerogative; and without regard to recent acts of their successors, it should be a first duty to reinstate men of the old regime, or men of the same political character. But although their career had been short since they have taken office in such an unusual way, there may be already seen many obvious irregularities and inconsistencies in their political conduct. The type of conservative wisdom, referred to by his hon. friend from Charlotte, is an apt illustration, and the two years of political torpor have not changed their peculiar characteristics in the least. He (Mr. McClellan) would recur to the Railway Acts of the late Government; and, while he always opposed the expenditure of public money with a prodigality not commensurate with the wants and resources of the country, he felt desirous that something should be done to promote a judicious railway expenditure in the Province. At the recent election, however, a great outcry was made in certain sections of the country by members of

the present Government, and their supporters, about the taxation which would accrue in carrying out the intentions of the late government with respect to Railways; farmers would be taxed for their lands, and the country would be certainly ruined. He (Mr. McClellan) thought that a change in these Railway Bills would be first attempted by the new Executive; but what do we find? Instead of confining operations, they boast of proceeding vigorously in this way. Indeed, so anxious are they, that they have pledged the faith of the people for £40,000, without any sanction of law whatever, in order to build a temporary road near St. John, the stability of which mainly depends upon the frost. The chief of the Board of Works also, now informs the House that the government intend to make a Railway along the noble River St. John; to build a Bridge at a cost of £120,000; to make a Railroad as straight as an arrow up to Victoria, unmindful of hills or valleys, and thus make available the fertile lands of the Tobique. This is the way in which the public money is to be economized; and, by the time other leading members of the Executive have informed the House of the other proposed lines they will build, the country will see that Railway operations are not to be contracted in any way.

Another promise held out by a leading member of the government was that their formation was only provisional, and the whole of the department would be remodelled and improved immediately after the election. Such has not been done. With regard to the appointment of Postmaster General, he (Mr. McClellan) was opposed to the whole arrangement. He had never voted to make it political, as he had always found the duties well performed before, and he found the benefits would not compensate the country for the increased emoluments attached now to that office. The Emigration scheme is another effort of the present Executive, and a block of excellent land been set apart in Albert County, to which the significant name of "Blackwood" was attached. The hon. Attorney General says that existing Acts relating to the sale of Crown Lands are not superseded; and under these circumstances, he (Mr. McClellan) was led to believe that Emigrants would obtain land in the cheapest way, and this great scheme would remain inoperative, except in so far as it allowed the government to appoint in each County an agent with a fixed salary.

He found Heads of Departments making opposite assertions in this discussion with regard to universal suffrage and other matters, but all appear to deprecate the system of departmental government under which they act. He (Mr. McClellan) contended that if the House should be dissolved, and the whole country subjected to the turmoil and expenses of an election, merely because the representatives are not supposed to indicate the wishes of the people with regard to an experimental law,—by the same rule, that government should be dissolved which fails to act according to our Colonial constitution, and particularly where the elements of that constitution are openly rejected and ignored. In the one case the prerogative of the Crown is unwisely exercised by the will of a single individual; in the other case the people themselves are acting legitimately through their proper exponents—their representatives. Having opposed the present Government in 1854, and believing that its members have not been legitimately placed in their present offices, he would vote for the amendment, although having personally every proper respect for many of the members of the present government.

Mr. SUTTOR said there appeared to be an indisposition on the part of hon. members to speak upon this question, but he should feel it his duty to say a few words on the subject. Every one would remember the powerful eloquence of the Attorney General last winter when the Railway Bills were before the House, and it was said and put forth by him and the Provincial Secretary, that the country would be ruined in case they passed. At the short session, he (Mr. S.) had put a question to the Government, in order to ascertain at what time the extension to Miramichi, referred to in the Railway scheme, would be undertaken. The government at the time stated that they intended to carry out the Railway scheme passed at the previous Session. Now how had they done it? They had sent a posse of men to explore the line from Fredericton to Woodstock, but nothing had been done on the Miramichi branch. The hon. Chief Commissioner had never said a word about the line to Miramichi, nor was he (Mr. S.) aware that the slightest effort had been made towards a commencement on that line; therefore as the government had promised

to carry out the scheme they were guilty of a dereliction of duty. Again, there was a petition presented to the House last session from the magistrates of the County he had the honor to represent, praying for steps to be taken to explore the bar of the Miramichi River. The necessity of this step was brought before the notice of the government in the Report of the Chief Commissioner of the Board of Works, but not a single thing had been done by the government towards carrying out the matter. Upwards of 90 square-rigged vessels, from 300 to 2,000 tons, entered and loaded in this River, and immediate steps were necessary to be taken to do the work. If his County was going to be neglected by the government, whether Whig or Tory, Liberal or Conservative, he would certainly vote against them. There was another matter in reference to his own County. A grant had been made by the House to provide for the improvement of the navigation of the south-west branch of the Miramichi River. A considerable sum of money was expended to purchase the necessary materials to carry on the work. But nothing had yet been done, and the public works in Northumberland had suffered from the delay of the Government in appointing a Chief Commissioner. He (Mr. S.) was told by the hon. member from Restigouche, now Surveyor General, that he ought to be the last man to say anything, because the House had granted the sum of £4,700 for a bridge which was erected across the north-west branch of the Miramichi River, which grant was not paid over until some time in November, thereby causing a heavy tax on the trading public in that County. This was not the case on the River St. John. The public works were going on as usual. £15,000 had been expended in improving the navigation of that River, while the River Miramichi had not one farthing expended on it, a place that contributed so much to the revenues of the Province. The Post Office Committee of last year recommended £150 for paying the Ferryman who ferried the mails that year, and also recommended that the Post Master General should make arrangements with the carriers to pay the Ferryman. Since then nothing had been done; the poor Ferryman in Northumberland got their money in December or January. It was true they had a flying visit from the Post Master General; he only passed like a cloud. All these were matters of very great importance to the County of Northumberland, and the negligence manifested by the Government would justify him in voting against them.

He (Mr. S.) repudiated the statement made by the learned Sol. General, that the constituency of this Province was corrupt and could be bought. He could tell the hon. gentleman that this was not so in Northumberland. He here stated in his place that he never asked any favour from this or any other government, neither was he promised an office, nor did he expect one; on this point he defied contradiction. Yet he was not so patriotic as to say like some others, that he would not accept one if offered, and he thought he was competent to discharge the duties. There were rumours of a dissolution, but these he did not heed. He cared not for any government threats of interference in the County which he had the honor to represent. They, the government, probably would have enough to look out for there and elsewhere. These were a few of the reasons (with other general reasons) why he would record his vote in favour of the amendment offered to the first paragraph of the speech.

Mr. BOYD rose and addressed the House in the following speech, which the Reporter has given verbatim:—The hon. ex-Attorney General complains that I laid on the table the proposed Address in answer to His Excellency's speech. It was my intention to speak, and after moving, Mr. Speaker, that you read the Address, and after you had done so, I moved that you read the Address section by section, and before I had an opportunity to say one word, he jumped up and moved his Resolution, thanking His Excellency for his speech, and expressing his willingness to give due attention to the several matters alluded to therein; and finding that to be the case I concluded to leave the speech, and let him make the most of it. His first charge against the government is for not carrying out the election law. Now, I would ask, Mr. Speaker, what the government had to do with carrying out the election law until they were in possession of the fact that the law had not been carried out. The times at which Parish Officers are chosen had passed over before the Government came into power, and whatever may have been the duties of the Assessors, Revisors, or Clerks of the

Peace, the Government could have no information as to the lists made up until they were returned by the Sheriffs of the different Counties, and the time for making such returns was not till late in December; and immediately after being in possession of those returns, they took immediate action, and what could they do more? Is it to be presumed that the Government would or could interfere with the local authorities in the carrying out that law? I think not. So much for the Election Law. The next attack by the hon. gentleman was as to the manner in which the Railway work was being carried on, and which must naturally lead to some great job. Why, says he, were not the Railway Directors appointed before any operations were commenced? Where was the necessity for the appointment of Directors? Was there any more work in contemplation? were there any material alterations to make? I say there was none. The works on the line from the Bend to Shediac required no attention from Directors. The work commenced had only to be completed; no claims were to be made for land damages; then where the necessity for appointing Directors, whose united salaries would amount to £1500, besides perhaps £500 more for travel and expenses, when there was nothing for them to do; and, aside from all this, no provision had been made to provide means for carrying on these works. The Government only came into power on the last day of May; and would it have been under those circumstances? No sir. Had they done so, they would have been blamed from one end of the Province to the other. Did the Government have to send home a delegation at an expense of some £500, to raise money for Railway purposes? No sir; but by a simple letter, the postage of which cost but one shilling and sixpence. Thus you see that £2000 at least has been saved to the Province. Couple that with the premium obtained on debentures sold and the interest saved, you have the whole cost and more money saved than the three miles of the Road in the vicinity of St. John will cost. Had the Government stopped at the completion of the Road from the Bend to Shediac, would not the changes be rung all over the land that the Government did not intend to carry out the Railway Scheme; or had they done so, would the Opposition have had the least chance of complaining of the Government for not appointing the Railway Directors? I say they would not, and it would have been the height of folly to have done so.

Much ridicule has been cast upon the Government for commencing the works in the vicinity of St. John in the winter time. And the ex-Attorney General has told the House that from the manner in which the work had been conducted that it must naturally lead to some great job. Can any hon. member for one moment suppose that the Hon. Mr. Chandler would lend himself to jobbing, will any Hon. member presume to say that he was not actuated by the highest of motives. What did he do in the first instance? he called to his assistance and advice, men of high standing in their profession as Engineers, men who had had large experience in great public works, men whose characters were unimpeachable, and men who were fully competent to carry out such works; with such auxiliaries there was no necessity for appointing Directors and paying them when there was nothing for them to do. As to the great jobbing spoken of by the Hon. ex-Attorney General, I have the best proofs in the world that there never was so much work done on any Railroad for the same amount of money in America, not one solitary contract taken or piece of work done has been remunerative to the undertaker, and they knew not such would be the case when they undertook the work, and their principal motive for so undertaking was to make a commencement, get their men and material on the line, and trust to chance for better prices as the work progressed. I have some little idea of the value of completing a mile of Railway, and have seen estimates enough to know when the party contracting has a paying job or not. I am in constant contact and conversation with gentlemen much better qualified to judge of the value of such work than I am. So much for the jobbing and extravagance with which the Government is charged. The next attack of the ex-Attorney General was charging the Government with offering a Railway Directorship to a member of the House, in order as he would have it to bribe the party; such a charge comes with a bad grace from this gentleman. Who was it that offered the Chief Commissionership of Railways to a member of the present Administration with a prospect of making nine thousand