

A copy of the SPEECH was handed to the Speaker of the Assembly, and the People's Representatives returned to the House. His Excellency and suite then retired.

LEGISLATIVE COUNCIL.

In the Council Chamber a bill *pro forma* was presented, and Hon. Mr. Holmes introduced an Address in reply to the Speech of His Excellency. It was merely an echo of the speech, and called up no discussion excepting the paragraph respecting Railway extension, as follows:

"The Legislative Council is pleased to hear that contracts, based on the legislation of the last Session, have been entered into for the extension of the Railways from Truro to the borders of New Brunswick, and from Windsor to Annapolis."

To this on Friday Hon. Mr. Anderson moved an amendment, as follows:

"So soon as the contracts, based upon the railway legislation of last session, and the papers connected therewith, are submitted to the Legislative Council, they shall receive the consideration their importance demands."

A short discussion ensued, in which Hon. Mr. Anderson, Hon. Solicitor General, Hon. Messrs. Patterson, Brown, McCully, Holmes, and Pineo took part.

Hon. Mr. Brown was rather disposed to support the Government in carrying out the Annapolis railway, and in that respect he might differ from some hon. members.

Hon. Mr. McCully wished to express no opinion either of approbation or disapprobation until the papers were submitted. He would advise the Government to accept the amendment.

The question being taken then appeared:

For the amendment.—Hon. Messrs. Anderson, McCully, McHaffy, Patterson, Tupper.—5.

Against it.—Hon. Receiver General, Hon. Messrs. Pineo, Brown, Creighton, Whitman, Holmes, Hon. Sol. General, Hon. Messrs. Keith, Cutler.—9.

The amendment was therefore lost, and the clause passed without division.

The Council met on Saturday morning and after proceeding in a body to Government House, to present the Address, returned and adjourned till Tuesday afternoon.

HOUSE OF ASSEMBLY.

After the withdrawal of His Excellency from the Council Chamber the large company of ladies and gentlemen present passed into the House of Assembly, filling the galleries and lobbies.

The Hon. Speaker read the opening Speech of the Lieutenant Governor. After which he announced the death of Dr. Slocumb, during the recess and the issue of a writ to have his place filled up.

Hon. Prov. Sec. then laid on the table the return, announcing the election of Abraham Hebb, Esq. Mr. Hebb was sworn in and took his seat.

Mr. S. McDonnell introduced a bill *pro forma* on Patents.

Dr. Hamilton arose, and moved the Address in reply to the opening Speech.

It was but a complimentary expression of thanks for the speech, and a readiness to consider the various matters referred to therein.

In moving the Address, Dr. Hamilton made some remarks on the prosperous condition of the Province, and instituted some comparisons between the imports and exports of the province in 1860 and 1865, shewing that there had been an increase of about 30 per cent in the exports, those of 1860 being \$6,619,534, whilst those of 1865 were \$8,836,633. He also alluded to the large additional revenue derived from Crown Lands, the Railways, Coal and Gold mining, and argued that the government deserved credit for the energy displayed in carrying out the legislation of last session for constructing Railways to New Brunswick and Annapolis.

Mr. James Fraser seconded the Address to His Excellency, and in a very sensible speech commended it to the House.

Mr. Archibald said he supposed the usual course would be taken, and the address be allowed to lie on the table till the following day. He could but remark, whilst listening to Dr. Hamilton the difference between the address he was moving, and the speech he was making.

Hon. Prov. Secretary said he had no objection to the course suggested and remarked that he was not surprised that the member of Kings should embrace the opportunity so temptingly presented him of calling a few flowers for the existing government, and contrasting the state of things now, and formerly—when so many appeared before him.

Mr. Archibald said he ever found the administration taking shelter under the plea that they followed in the steps of the former government. The house then adjourned.

FRIDAY, FEB. 23.

Dr. Hamilton moved that the address do pass. One of the clauses was reserved in consequence of the absence of Mr. Archibald. Subsequently Mr. Archibald came in and spoke on the motion. He combated the idea that the prosperity of the province arose in any way from the government. It was but the natural course of events, and circumstances over which we had no control. He knew it would be said that gentlemen now in the opposition had taken credit to themselves for the prosperity of the province, when they had the government of the country, but he thought their circumstances were different and much of the increase of the revenue there had arisen from the vigilance of those in the executive. He also alluded to the Railway management, and argued that under the former

government more had been done to advance railway operations than under the existing one. The present increase he believed arose largely from the extension. He still believed that gentlemen on his side of the house were as proud of the present prosperity as those on the side of the government and were as desirous of seeing a fair use made of the resources. Under the present circumstances in connection with the Reciprocal Treaty, it would be necessary to exercise the greatest prudence and avoid incurring liabilities they might be unable to meet.

The address then passed unanimously, and the House proceeded to Government with it.

On returning thence the speaker read the following reply received from His Excellency:—

Mr. Speaker, and Gentlemen of the House of Assembly:—

I thank you for your loyal Address, the personal allusion to my own services is most gratifying to me; I feel satisfied that the business of the session will receive due attention at your hands.

The International Exhibition at Paris.—Hon. Prov. Secretary moved the following resolution: Resolved, That in the opinion of this house it is most important that the resources of this Province should be known abroad as widely as possible, and that his Excellency be authorized to make the necessary arrangements to have Nova Scotia duly represented at the International Exhibition to be held at Paris in 1867, and that this house will provide the necessary funds for the purpose.

The honourable gentleman noticed briefly the advantages to be derived by such exhibitions in bringing capital into the province. The Paris Exhibition he believed would exceed any one hitherto held in Europe.

Mr. Archibald expressed the pleasure he felt in seconding a resolution which commended itself so greatly to him. If the matter were new to the house—if gentlemen were asked for the first time to expend public money for such a purpose as the resolution proposed, there might be some reason for hesitation; but the undoubted benefits which this country had derived from her representation at previous exhibitions were a conclusive argument in favour of most energetic efforts in connection with the great World's Fair at Paris. Previous to the London Exhibition of 1861, the ignorance that existed in Great Britain in respect to the capabilities of this Province was most deplorable. That exhibition dispelled to a very large extent the existing ignorance, and gave the world some idea of the resources of this much depreciated province. The approaching Paris Exhibition would, in all probability, be one of the grandest affairs of the kind the world ever witnessed, and he therefore seconded the resolution before the house with the greatest cordiality.

The recent Delegation to England and its results.—Hon. Provincial Secretary next laid on the table copies of correspondence relative to the recent delegation to England, composed of himself and the Attorney General, and in doing so, said: You are aware that the action of Legislature during the last session called the attention of the government during the recess to a number of very important matters. The legislation of this house authorized us to enter into contracts for lines of railway from Truro to the borders of New Brunswick and from Windsor to Annapolis, upon certain specified terms. The legislation was communicated to certain parties in England and elsewhere whom the government knew were desirous of contracting for these public works. The legislation of this House required the joint action of New Brunswick in order to connect our railway from Truro with that of the sister province, I proceeded soon after the proposition, by command of His Excellency to Fredericton where the Legislature was still in session. My object was to ascertain whether the Government of New Brunswick was prepared to act in connection with our own in conformity with the legislation which had passed this House. I placed myself in communication with the members of that Government, and after mature deliberation we were entirely of opinion that this subject could only be satisfactorily dealt with by means of a delegation from the governments of the two provinces to England. At London they would be able to personally confer with the companies and capitalists who might be prepared to undertake this work, and especially with the company with whom we had previous correspondence, the Reciprocity Treaty, the exaction of duties by the Newfoundland government from our fishermen on the Labrador coast, money for the construction of the Pictou line of railway, a thoroughly competent Inspector of Mines, and Immigration were all subjects demanding attention. The result was that the Attorney General and myself were appointed delegates to proceed to England in connection with these very important questions. We proceeded and the result of our visit is detailed in the papers which are now before you. We had the honour of an interview with the Right Honourable the Secretary of State for the Colonies soon after our arrival. And called the attention of Mr. Cardwell to the fact that notwithstanding the representations made by this Government upon the right to be consulted in relation to any treaty which would deal largely with the territorial interests of this Province, we observed with surprise and regret that in the paper recently laid before Parliament, and which we had seen for the first time after our arrival in England, it was stated that Sir Frederick Bruce, the British Minister at Washington, had only been instructed to confer with the Government of Canada upon that subject. Mr. Cardwell replied that the action taken by Her Majesty's Government had been taken at the instance of a despatch from the Canadian Government, and that they would now be prepared to give the fullest consideration to any

representations which we had to offer on the part of Nova Scotia. We urged the rights which all the Provinces interested had to be consulted in regard to a Reciprocity Treaty affecting the whole, and the increased weight which their joint and co-operative action would give to any proposals which might be submitted. We also referred to the desirability of an early understanding between the governments of the different Colonies as to the best means of meeting the altered circumstances in their trade, in case the Reciprocity Treaty were not renewed.

At a subsequent interview Mr. Cardwell did us the honour to submit the draft of a despatch to his Excellency the Governor-General, authorizing his Lordship to summon a Confederate Council upon commercial treaties, to be composed of representatives from the governments of Canada, Nova Scotia, New Brunswick, Newfoundland, and Prince Edward Island. In response to the action of that Confederate Council, subsequently held under the auspices of the Governor-General, arrangements were made to send deputations to the West India Islands and elsewhere, for the purpose of opening up, if possible, new channels for trade, and meeting the emergency that might arise from the repeal of the Reciprocity Treaty.

We placed ourselves in communication with the International Contract Company in reference to the construction of the proposed line of railway. Having satisfied ourselves, by careful enquiry, of the ability of the Company to fulfil their engagements, we were extremely anxious to embrace the line to Annapolis, as well as that to New Brunswick, within the contract; but the obstacle interposed by the clause in our act providing for the construction of those lines, which authorizes the Government at any time forever to assume the ownership of the line, was so great that we were defeated in that object, and but for the combination of interests between the International Contract Company and a company in course of organization, with a large capital, for the purpose of opening the Spring Hill Coal Mines upon an extensive scale, we could not have effected a contract even for the Trunk line. A contract was simultaneously entered into between the representatives of the New Brunswick Government and the same company, for the extension of the line from the border of New Brunswick to Moncton. I shall merely draw your attention to the fact that there is one respect in which we consented to depart from the legislation of last session. I am sure, however, that our action will meet with the hearty concurrence of both sides of the House. We relinquished the right on the part of the government to capitalize the subvention, unless by mutual consent, and this Province has been relieved from the obligation to take £80,000 stg. of stock, authorized by the act, six per cent. interest, on that amount for twenty years being accepted as an equivalent therefor. The latter step we took after consultation with the Messrs. Baring, who thought it would improve our condition in the money market.

I have already stated that we were unable to make any arrangements whilst in England for the construction of the railway to Annapolis. The International Contract Company objected to touch the line at all under existing circumstances. Two gentlemen came out somewhat recently—Messrs. Harris and Smith, two eminent engineers of London, for the purpose of entering into negotiations for the construction of the railway to Annapolis. Having examined the line they returned and informed us that they were prepared to enter into a contract on behalf of well known railway contractors in England for the construction of the railway. They required that the bridge to be built across the Avon should be owned by themselves, and this we agreed to. The government were, however, enabled to take a step in connection with this concession that will meet with your approval, and that was, that the company should not only build a railway bridge, but one, which would be the property of the Province and afford a highway to the people. The contract was entered into with Messrs. Smith and Harris, on behalf of George Knight & Co., railway contractors in London. They were known to us as having successfully carried through several most important railway works in Great Britain. The contract, however, made this proviso: that unless George Knight & Co. directly entered into arrangements to the satisfaction of the Governor and Council—showed that they had the disposition and means to carry out the work—by the first of February, ensuing, the contract should be declared null and void. I may here observe that one of the engineers in question, when they entered into the contract, showed authority from George Knight & Co. to enter into engagements for the construction of works in this province. However, the House will be glad to learn that by the first day of February, Messrs. Smith and Harris returned, bringing full powers of Attorney from George Knight & Co., accompanied by a letter of credit from some of the most eminent capitalists in Great Britain—Sir John Dalrymple Hay, Bt., Mr. Chapham, Mr. O'Brien, &c., stating that they were prepared on the passage of an act incorporating the Annapolis and Windsor Railway Company, to find the capital necessary to complete the work. Under that authority the contract has been entered into with George Knight & Co. through Messrs. Smith and Harris, and an act will be introduced to incorporate the Windsor and Annapolis Railway Company, under which these eminent capitalists, to whom I have referred will be bound. The work is to be commenced in May and finished in two years.

The correspondence with Messrs. Baring will show the success which attended our efforts to secure the funds required to construct the railway to Pictou. The agreement upon the part of that eminent firm to furnish money as required in advance of sales, and at a rate which

will be equivalent to the sale of bonds at par, must, in the present state of the money market, be deemed highly satisfactory.

We were enabled to secure the services of a gentleman, an Inspector of Mines, whom, after the most careful enquiry, we believe to be well qualified for the performance of that important work. He possesses the strongest recommendations from Thomas B. Foster, Esq., who stands at the head of the mining department in England. After making all the investigation in our power in regard to the subject of Immigration, we arrived at the conclusion, that, to effect any considerable results, it would be necessary to have an agent or agents to act in London and other places for the Province, and that some means of cheap and direct transportation from emigrant ports to this Province must be provided. We are gratified to find that our selections of stock have met with the sanction of, and are approved by, many of the best judges of stock in the Province, including the Central Board of Agriculture.

The Hon. gentleman then introduced a bill to incorporate the Windsor and Annapolis Railway, and stated that it was the intention to pass it with as little delay as possible.

SATURDAY, FEB. 24.

Hon. Prov. Secretary laid on the table a report of committee for nominating the various Committees of the House.

Colonial Naval Defence.—Hon. Prov. Secretary, by command of His Excellency, laid on the table of the House a copy of a despatch and enclosures from the Right Honourable the Secretary of State for the Colonies in reference to Colonial Naval Defence.

Questions were asked by Mr. Annand and Mr. Archibald, and answered by the Hon. Prov. Secretary.

Mr. Archibald said, that in view of the fact that the time might be approaching when it would be necessary for the Province to make some effort to aid the Imperial Government in the defence of the Empire, it might be well for the Legislature to avail itself of the advantages conferred by the Imperial Act.

Pictou Railway.—The Hon. Provincial Secretary laid on the table copies of correspondence respecting the construction of the Pictou Railway. After giving explanations of the steps taken in engaging Mr. Sanford Fleming as Chief Engineer, and offering the work to contractors, he said the difficulties arising in the course of the work on the Pictou line, the House is aware were unusually great. In the first place, the location of the route was a question on which different sections of the country through which it was to pass entertained divers opinions, but being themselves entirely destitute of information, the Government felt that the only course by which the question could be settled was to submit it to the engineer who had been employed, and Mr. Fleming having not only made a selection of the route, but stated at large his reasons for the choice, and the Government, believing his selection a judicious one, and having no desire but to secure the most advantageous line, adopted his report. The report of Mr. Laurie, on our Journals, states his belief that the work could not be done at less than £10,000 per mile, that the country was rough, that the construction would be attended with great engineering difficulties, and very heavy expense, and that he could not hold out a prospect of its completion for years. The report laid on the table by the government last session shewed that after the work was put up to public competition, and after the selection of those tenders which were deemed the best had been made, it was found that the expense of construction could not be reduced to less than \$2,216,500. That report being based on the expectation that the work could be completed by the contractors for the amount of their tenders. The House is aware that instead of adopting a course which was found impracticable by both parties; instead of expecting that these contractors, without any definite information, would be enabled to state in precise terms the amount for which they would undertake the work, that course was abandoned and all tenders were framed on a scale by which every contractor was to be paid for every yard of work done by him; thereby avoiding the almost inextricable difficulties caused by large claims for extras. That, then, being the scheme on which the tenders were based, the engineer was enabled to make the exact estimate, which gave \$2,216,500 as the total cost. The contracts were based on these tenders, and the parties proceeded at once to engage in the construction of the line.

Difficulties of a serious character soon presented themselves. The contractors were unable to obtain hands, and sought aid from the government in procuring them. This, however, was found unsatisfactory, and in consequence of the other difficulties one of the most energetic and industrious of the contractors was obliged to resign his contract, and it was soon found that at the rate at which it was proceeding the work would not be completed for many years to come.

Mr. Fleming was then called on for a full report of the amount of work done, and the quantity remaining to be done.

The report from Mr. Fleming was of the most discouraging character, and shewed that taking large sections, the amount of the work and the time to be taken were so greatly disproportionate that years must elapse before the completion. Under these circumstances, and being desirous to press the work, we believed we were acting in accordance with the interests of the country in calling upon the chief engineer to state whether he could suggest to the Government any means by which the work could be brought on more rapidly for anything like the amount stated in his estimate. In reply he suggested that the