

1855, and gave the railroads the credit for all the improvements; but he forgot that the *ad valorem* duties then were only five per cent and now they are ten. And then, again, he calculated that the Annapolis road would pay three per cent.; but he also forgot that it would be in the hands of a company, and that they would receive the benefit, if any. He would not detain the house at any greater length, but he felt that from the course he had previously taken he could not give a silent vote.

Mr. CHURCHILL said that he would have been better pleased if this resolution of the Government had gone further, and authorized these two branches to be immediately put under contract. It was quite time that the iron road should traverse the fertile vales of Kings and Hants; and he could not see how any financial considerations should deter the Government from at once prosecuting this work to a conclusion. The country was in want of increased accommodation in the way of paper currency, and he did not see why a few hundred thousand pounds more of paper could not be easily floated. It would accommodate the public, and could be floated without any detriment to the public credit. The hon. gentleman alluded to his recent visit to the United States, and the advantages he had witnessed there from railway extension. He trusted that the resolutions now on the table would receive the unanimous approval of gentlemen on both sides, and the Government would be prepared to prosecute the work with energy and vigor.

Mr. C. J. CAMPBELL said that he admired the consistency of the Atty. Genl., although he could not commend his advocacy of the proposed policy. He found that the present railway yielded about half per cent on their cost, leaving the province to bear the remaining five and a half per cent. He contended that the increase of our taxation was injurious to the best interests of the country, and that the improvement of the localities through which the existing lines ran was not so great as had been represented. He read from a speech delivered last session by Mr. Churchill, (in which that gentleman said that our railways were as a millstone about our neck), as a contrast to the speech delivered last evening. He concurred in these sentiments; he believed that the extension would benefit only Halifax, and could not advance the interests of Cape Breton. He denounced the policy of exacting so large an amount of royalty from our mines, and said that the sum received from that source should not be confidently reckoned on.

Mr. LOCKE said that they had arrived at that period of the session when short speeches were necessary and he should not therefore detain the house more than a few moments. From the time of the first inception of the railway system in 1851 up to last session, he had always advocated the construction of those public works. At that time he was obliged to vote against the extension to Pictou because he thought that it would interfere with the larger scheme of an intercolonial railroad, and that both of them could not be undertaken at the same time. The same reason would compel him now to vote against the present resolution, because he did not believe that the finances of the country would admit of extension east and west at the same time. He believed that if both these lines are undertaken

it will involve an annual liability of \$600,000: and he contended that the Province was not in a position to bear that. It was beginning to be admitted now that the estimate he had made last year of the cost of the Pictou line, which he had put down at between £600,000 and £700,000 would not be far out of the way. He should oppose this proposition to engage in any new undertaking until the Pictou road was completed, because he thought it would not be done without breaking faith with either the east or the west. He disapproved of accepting the offer of Mr. Livesey, because we would be in the position of having placed one portion of our lines under the contract of a company while the rest would be under the management of the government.

He doubted very much the correctness of the anticipations of the hon. Fin. Sec. as to the increase of the revenue. Every one who knew any thing about trade, knew that this quarter exhibited the largest returns, and it afforded no criterion for the rest of the year. He would find that the importations next quarter would fall ten per cent. short of this; and there would be a large decrease in the amount collected for *ad valorem* duties. He believed that if the Province was able to construct these roads under the scheme proposed, it would be only under great difficulties, and not without seriously embarrassing the resources for a long time to come. He did not think that the Government should force this measure through at that time, but should agree to the proposition to wait for a twelvemonth, until the Pictou road was finished, and they would be able to see how the revenue stood. He concluded by expressing his hope that the Government would not press the measure, when it was manifestly against the wishes of many gentlemen in the house, some of whom had always been the strongest supporters of railway extension.

Mr. CHURCHILL, in alluding to the remarks made by the member for Victoria, in which he had quoted a speech made by him on a previous occasion, complained that he omitted the latter portion of it, which explained his meaning. When he said that the railroad debt was like a millstone round our necks, he meant that it was like any other debt, an encumbrance to us. But he did not mean that that was any reason why we should not engage in the construction of these works. He had always been an advocate of progress, and any one acquainted with his past history knew that he had always endeavored to do his utmost to develop the resources of his native Province.

Mr. STEWART CAMPBELL said that he felt a reluctance at that late period of the session to trouble the House with remarks upon any question, but in a matter of such importance as this he could not content himself with giving a silent vote. At an early period of his legislative career he had committed himself to the policy of railway construction by government, and he was happy to say that that policy had resulted beneficially to the country. He observed with pleasure that the example set by this small colony was about to be followed by the parent state, and that in that country the question was now being considered as to whether it would not be advisable to take the control of the railways out of the hands of private companies, and place it with