

cease there? and have we not a right to see that they are conducting it in a most economical way and that they are taking it to a right point, whether to the borders or to Pictou? Who is to supervise all that? It never entered into my head that they were to superintend curves and other Engineering work: that is left to the proper officer; but it is the duty of the House to see that the monies have been expended faithfully. But does the Hon. Attorney General tell me that we have not a right to say where the Rail Road ought to go—to Windsor, or to Pictou, and where it shall stop? No! It is our duty to see that the expenditure and route are for the best interests of Nova Scotia. The Government may be capable of auditing the accounts; but the members of that body are not the best Statesmen, nor best acquainted with the best localities for this great Public Work. Who ought to instruct them? The members of this House.

The Rail Road is now a *fixed fact*; and every member must feel anxious to get it into operation as soon as possible; but on the members of this House devolves the duty of selecting the right Track. Some say it should go by way of Stewiacke to Pictou or Cumberland. My own opinion is that it should first tap the Pictou Mines so as to bring their products to the City. I am not acquainted with the qualifications of the Engineer—nor, indeed, of the Commissioners themselves. One of them I have had the honor of knowing for 20 years, as an honest, honorable, and just man in all his dealings. He has made a fortune in the Province of Nova Scotia and that is pretty good evidence that he is fit to manage the public business, but that is no reason why the approval of members of this House should be passed over.

Hon. Provincial Secretary.—If you interfere with their duties you impair their obligations and cast reflections on them which I am perfectly confident are wholly undeserved. In the Parliament which had just passed we had the benefit of the experience of a gentleman who enjoys the confidence of the House and the Country—the advantage of which we are now deprived of. In the absence of that gentleman, it is our duty to see for the people of this Province that the greatest surveillance has been exercised over all the expenditure of the Rail Road. It is certainly true that the law of the land prescribes certain directions which the Rail Road is to take; but it is above all things important that the people of this country should know that their Representatives are in free and open conference with the Commissioners of Railroad and their accounts; not merely as to what they have done in the past, and what they shall do in the future and whether the lines they had selected were the best, but the committee should report as regards any modification of the law. I think, Sir, that if the people of this country, through a Committee of this House, should have full communication with the members

of the Board and with all the accounts, they would be more satisfied with carrying out an object of such transcendent importance as this.

Mr. McLellan.—I think that the committee of public accounts have enough to do without troubling themselves with the Rail Road; the expenditure of so much money ought to be under the examination of a special committee. As to where the Rail Road is to go, the understanding was we should be guided by New Brunswick. If she were to advance we would meet her and if she did not, we were to advance as far as suited our interests. I think it is our duty to appoint this committee, and thus accomplish a full and thorough investigation.

Dr. Tupper said that after the remark of the Hon. Provincial Secretary, it was due from him to say that no person more than himself could possibly regret that he did not bring to the House the enlarged intellect and business tact of the gentlemen to whom the Hon. Provincial Secretary had referred, and who had preceded him in the representation of Cumberland. While I am addressing the House, Mr. Speaker, I may say that if this Committee is to be appointed, I trust that its functions may be properly understood. I trust that if the Railroad is now to proceed,—as, for our own credit it must proceed, this House will not be denuded of its power of regulating the route which shall be chosen. I have no idea, sir, that the Committee now to be chosen shall interfere with the question of cutting down a hill or going round it; but I do ask that their duties shall be of a substantial character. The Legislature has given to the Government the power to construct the Railway, and the Government have appointed the Commissioners; therefore, as regards the question of accounts, I take it for granted this House will hold both responsible, and neither absolve the one, nor relieve the other. And I trust, Mr. Speaker, it will not be found, as has been asserted in the press, that Cumberland is to be excluded from the benefit of this new accompaniment of civilization—the Railroad. That we are to have it now is no longer a question. The policy of having Railroads, and Railroads by Government, is now settled; but I trust, sir, that policy may be made subservient to the interests of the country at large. I have been happy, Mr. Speaker, to hear a rumour, (of which the Government may give us more information than I possess, but which I hope may be correct,) that the Hon. and learned Attorney General of New Brunswick, who passed through this city a few days ago, has tangible proof that New Brunswick will soon be ready to proceed with a Railway through that Province, to connect us with our brethren there—with the United States and Canada; and I hope, sir, that before any minor matter as to whether the track should go through Stewiacke or Gay's River be taken into consideration—the great question of connecting us with the whole continent should employ our earnest attention. I approve of the