

of the appropriation of lands, which in this colony had been wasted without benefit to any one. The Committee must be recommissioned to examine the business of the House.

Dr. DONLON fully concurred in the remarks of his hon. and learned friend from Caillon, and advised hon. members to follow his example, and condense their remarks into a nutshell, even if it were as large as a cocker-nut-shell.

The motion was then withdrawn. House in Committee of the Whole. Mr. Attorney General SMITH moved that it be expedient to amend the law creating the Board of Works, so that it should have power to employ Public Works, and to limit the time of the year, gentlemen stated that the object of this resolution was to amend and consolidate the Acts relative to the Board; to do away with the present ineffective system of appropriation upon damages sustained by its operations, and to create in lieu thereof a Board of Commissioners in each section of the Province, to hear and determine upon all claims; to vest in the Attorneys General, East and West, power to receive service of action in their respective departments, for claims upon the Board, thus giving to all a legal recourse for injuries or damages; and to limit the time in which such actions could be brought to twelve months.—Further to establish a uniform scale of tolls throughout the Province, fixing the maximum, and leaving it to the Executive to establish the rates, subject to that restriction. And lastly, to impose certain restrictions upon the granting of surveys by the Board, that surveys should be made upon application, unless the same was accompanied by a plain and detailed estimate, and that no survey should be made until the same had been approved by public utility might be judged of before any action was taken thereon.

Mr. GOWAN asked if the Bill to be introduced on this resolution made provision for the determination of outstanding claims. The ATTORNEY GENERAL said that it did. Mr. GOWAN.—In the name of many parties who had entrusted their grievances to his advocacy, thanked the Ministry for this instalment of justice, which he received as a manifestation of their desire to meet those claims equitably.

The Committee rose and reported the resolution. The House went into Committee upon Mr. Rolin's motion to grant the sum of £5,000 for contingencies of the House.

The Committee rose and reported the resolution, which was then adopted. The House in Committee. Mr. Attorney General SMITH moved that it be expedient to improve the Montreal Harbour, and to consolidate the laws relative thereto; to enable the Commission to borrow a further sum of £16,000, and to exchange the present debentures for others bearing a low rate of interest. He stated that the present debt amounted to £32,000, paying interest from £5 to £8 per cent; and the Revenue arising from the Harbour was such that by enabling the Commission to borrow at a lower rate of interest, a sinking fund would be found, which would in a few years extinguish it altogether.

Mr. AYLWIN said that he supposed that it was the intention of Government to guarantee the payment of this new loan. He hoped that as much was done for Montreal, Quebec would get as much. He assured the hon. gentleman that he promised a survey of the St. Charles, and when the report of it should be received he should expect that action would be taken upon it. The people of Quebec did not want £90,000; but would be satisfied with the outlay of £40,000. His hon. friend had been entirely neglected.

Mr. Attorney General SMITH said, that the Government only guaranteed the payment of the interest upon these loans. He assured the hon. gentleman that the interests of Quebec would not be lost sight of. The reason of so large a sum having been expended upon the Montreal Harbour lay in the fact that it had to be created; it having been formerly in such a state as to have been useless for commercial purposes.

Mr. MOFFATT said, that the Harbours of Quebec and Montreal were differently situated, the one was private and the other public property. Quebec had four wharves, while those of Montreal previous to the improvements were a mere bay of mud. The Revenue arising from the Montreal Harbour was so large that it promised at no very distant day to extinguish the debt, and to become a source of profit to the country.

After some further remarks, in which an hon. member lauded Mr. Aylwin, in spite of his strong interest in the welfare of Quebec, with having, when in power done nothing for it, to which the hon. gentleman answered that he had not the opportunity from the impoverished state of the revenue, the resolution was carried. Leave of absence was given to Mr. Goulet for one week.

ORDERS OF THE DAY. Receiving Report of the Committee of the whole on the Bill for the relief of Christian Unitarians. The Bill amended and received and ordered to be engrossed.

Second reading of the Bill granting Provincial Debts of Montreal. The hon. INSPECTOR GENERAL stated that the time he proposed the new duty should come into operation, was the 6th April next, for everything except sawed timber and lumber, which, on the representations which have been made to him, he had been induced to postpone till the month of July.

Mr. AYLWIN said, he had received a communication from the city of Quebec protesting against the new system of cash payments, and that they were entirely neglected. He also expressed a hope that the Committee would take notice of the claims of Lower Canada, and that whenever the claims of Lower Canada came up, they should experience the same consideration at his hands.

The Committee rose and reported the Bill as amended. The House went into Committee upon the Bill to secure the right of British subjects in vessels navigating the Inland Waters.

Mr. Attorney General SMITH moved for an Address to Her Majesty to accompany the Bill, praying for the repeal of that portion of the navigation Act which prevents other than natural born subjects, or subjects naturalized by letters Patent, or Act of the Imperial Parliament, from registering titles in British Shipping.

Mr. BALDWIN moved an amendment thereto, which after some discussion was lost. The Committee rose and reported the Bill. Mr. BALDWIN again moved his amendment, which was again rejected. The Bill was ordered to be engrossed.

The House in Committee upon the St. Lawrence and Province Line Railroad Bill.

Mr. BROOKS said, that the objects of the bill, and its general importance to the Province, were too well known to require any comment; he should, therefore, move the adoption of the first clause.

Mr. LAVENTURE asked whether the limitation of the liability of the Company? Mr. BROOKS.—The amount of the capital. Mr. LAVENTURE.—I think that the Company comes under the denomination of Common Carriers.—(Laughter.)

Mr. MOFFATT said, that the measure before the House was one of great importance, not only to the Commercial but to the Agricultural interests of the country. When it had been first moved he had doubted its practicability, but he had reason since to alter his opinion. It was his intention to move an amendment defining the line, and making it to connect itself with the Grand Railroad. At present the line was undefined, and had been left an open question, and he believed that if it remained so it would retard the progress of the measure, and would prevent capitalists subscribing for the stock. It was therefore of the greatest importance that this vexed question should be put beyond controversy. The line from Montreal to Portland was seventy miles nearer than that by way of Boston. An express had left Boston for Montreal about two weeks ago; it travelled over the Railroad from Boston to Portland, one hundred and four miles, in two hours and a half, and accomplished the distance between Portland and Montreal in thirty-two hours, over bad roads. The proposed route therefore could not be through a very difficult country, and afforded a well founded hope that this great undertaking would be accomplished. The line which was laid down in the amendment he offered, would carry the Railroad through the greatest extent of the land in this Province, instead of traversing a mere corner of it, as it would if it went direct to Boston. The amendment also provided for a line to be carried to the St. Lawrence Railroad with another which would be brought through Vermont.

Mr. BROOKS said, that he had no objection to the amendment. Public opinion was in favour of a definite line, and he yielded to it. He considered the amendment an improvement to the original Bill; and was ready to meet the views of those who desired it.

Dr. DONLON objected to the Bill. Its indefinite form reminded him of an oath prescribed in a Statute passed in the reign of Charles II. in a middle of which stood the words, "and I must have had an elastic conscience to swallow such an oath; and this Bill was very like it. He also objected to the Bill, as he considered that if the Railroad in time of war would be the means of bringing in the enemy's troops. It might be said that it would also serve to convey our troops, but it must be remembered that we were the weaker country. We should be in the position of the man in India who went to fight a tiger; but while going through the tiger might find him.—(Laughter.) He thought there was no necessity to make a railroad through a foreign country to a foreign port, when it might be made from Quebec through our own territory to the Bay of Chaleaux, which was just as open as Portland Harbour. It appeared from the route, that to accommodate certain parties, a very peculiar zig-zagging had been adopted.

Mr. MOFFATT agreed that it would be advisable to carry the line from Quebec to the Bay of Chaleaux if it were practicable, but it was not so; such a line was for the present beyond all hope. He thought there was little to fear from the hostility of the people of Maine; there was a kindly feeling in that State towards the inhabitants of this colony, and this measure if carried out would tend to increase that feeling. He stated that he had seen the map of the United States of America, that there would be little disposition upon their part to annoy the people of this Province.—(Hear, hear.)

Mr. HALE said, that the line had been left undefined in the Bill, but finding that public opinion was in favor of a definite settlement of a question which might lead to serious difficulties, he was prepared to submit to it, rather than lose the Bill, for he felt that it was essential to its safety that the amendment should be adopted. He was surprised to hear the Member for Huron talk in the strain he had done—such language was unwelcome to a British subject.—What did he fear the enemy?—(Dr. DONLON.—No!) He would accept the saying of a native of the Emerald Isle, who declared that the best way to avoid danger, was to go and meet it.—(Dr. DONLON.—I don't choose to go on a railroad through.—(Loud Laughter.)—As to the zig-zagging, to quote another such saying, "the best way to get over a hill is to go round it." The present measure is of great importance, he might say the most important measure which had ever been brought before the Legislature, and he hoped that no opposition would be offered to its passing.

Mr. WATTS opposed the amendment. He wished that the line should be left open. He considered that through Drummondville was the best route, and that the terminus should be at Port St. Francois. Mr. HALE thought there was no need to apprehend any danger from warlike operations upon this railway, because a boy with an axe could in a quarter of an hour destroy the communication. He also thought that the Company should be left to their own discretion, as they would be best able to manage their own money. He believed that if they carried out, would be of the greatest service to the interests of the country, and would in five years double the extent of Montreal, and double the value of property situated there. That had been the effect of Railroads in the United States; indeed he had seen them—particularly one at Rhode Island, which paid extremely good interest on the capital embarked, notwithstanding the competition of other lines.

Mr. JOHNSON urged, that the estimates were very much too low, and that the House ought to pause before it gave this authority to begin a work, for which in a very short time a demand would be made for a great money; the sums in the estimate were not cast up correctly, and some even were not rightly carried out. If the House sanctioned the scheme, it ought to be upon the express understanding that no money should be granted by the country to carry it into effect. Then if the parties failed to spend their own money in performing zig-zagging operations they should be quite obliged to do so—at least as far as he was concerned.

The several clauses were then adopted, and the Committee rose and reported the Bill. The House adjourned at half-past 11.

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Mr. LAVENTURE asked whether the limitation of the liability of the Company? Mr. BROOKS.—The amount of the capital. Mr. LAVENTURE.—I think that the Company comes under the denomination of Common Carriers.—(Laughter.)

Mr. MOFFATT said, that the measure before the House was one of great importance, not only to the Commercial but to the Agricultural interests of the country. When it had been first moved he had doubted its practicability, but he had reason since to alter his opinion. It was his intention to move an amendment defining the line, and making it to connect itself with the Grand Railroad. At present the line was undefined, and had been left an open question, and he believed that if it remained so it would retard the progress of the measure, and would prevent capitalists subscribing for the stock.

Mr. BROOKS said, that he had no objection to the amendment. Public opinion was in favour of a definite line, and he yielded to it. He considered the amendment an improvement to the original Bill; and was ready to meet the views of those who desired it.

Dr. DONLON objected to the Bill. Its indefinite form reminded him of an oath prescribed in a Statute passed in the reign of Charles II. in a middle of which stood the words, "and I must have had an elastic conscience to swallow such an oath; and this Bill was very like it. He also objected to the Bill, as he considered that if the Railroad in time of war would be the means of bringing in the enemy's troops.

Mr. MOFFATT agreed that it would be advisable to carry the line