

PROVINCIAL PARLIAMENT.

Below we give the speeches of Messrs. Robinson, Gray and Needham, on the St. Andrews and Quebec Railroad Bill, which we think will prove interesting to many of our readers, who have not had an opportunity of seeing them. We discontinue the debate on the Elective Legislative Council Bill. At a future time we may take it up, though at present we deem the subject of the railroad of the most consequence, especially as the principle of an Elective Council has not been sustained, and consequently must continue over until another year.

[From the Head Quarters, March 29.]

Captain Robinson hoped the hon. member for Queen's, as well as other hon. members, would at least suspend their judgment until they heard what had been done, and the prospects of the company. The company had struggled with many difficulties, chiefly because they first went into the English market at a crisis when railway business in England had been overdone, and a panic existed. They had struggled through, however, and had got £100,000 one half the contemplated cost, subscribed for in the English market. One half of this sum, as described by the hon. Attorney General, must be paid in as required. The Province had guaranteed six per cent interest on £100,000, for thirty years. That would amount to about three per cent. on the whole cost. The stock was divided into two classes, A and B; the first was that secured by the Provincial guarantee. Now he (Capt. Robinson) had taken stock in this railway, and might have chosen the A class, but he felt so confident that the line would pay that he would as soon have shares in the B class, and taking his stock in that class accordingly. Before proceeding to show by estimate that the line would in all probability prove remunerative, he would quote from the report of the company's engineer, dated the 16th of January last, to show what they had done. (The hon. member then quoted a follows):—

"The line after leaving the terminus at ——— Point proceeds in a northerly direction until it crosses the Katie-Cove Bridge on the second mile, it then for the first three miles winds along the shore of the Passamaquoddy Bay with a succession of easy curves and gradients until it reaches the St. John road crossing at the Chamcook station the line here leaves the shore of the Bay, and commences ascending faster upon a grade of 30 feet to the mile until it attains a point of 3 feet higher than the highest water in the Chamcook Lake; this point is 93 feet higher than the starting point at St. Andrews, making an average grade of 18 feet to the mile."

The bridge here referred to over Katie's Cove was a substantial piece of masonry, and many good judges who had seen it wondered that it was built so cheap—the cost being but £700. (The hon. member again read from the report, showing the different curves, gradients, elevations, bridges, &c.; also the engineer's statement, that from the rocky and uneven state of the ground the first ten miles must prove much more expensive than the average cost of the line through to Woodstock. He then read as follows):—

"The maximum grade upon this division (the second five miles) is 24 feet to the mile, coming toward St. Andrews the direction which all the heavy freight, viz., timber, deals, flour and western produce generally must take. Going up from St. Andrews the maximum grade is 49 feet per mile, which is not of so much consequence, as the return freight being composed of British and West India goods, fish, &c. for the upper British Provinces, being of a lighter nature will overcome the grade with ease. As an example of this, the Western Railroad from Boston to Albany does an immense freight business over continuous grades of upwards of 60 feet to the mile.

"The curves upon this division are all of such radii as will admit of a speed of 30 miles per hour with safety, with the exception of two, viz.: the one already mentioned at the Bar road, and the other at the Chamcook Bluff, both of them of 800 feet radius, put in to save very heavy work; they, however, are short, being 2000 feet collectively.—They must be passed at reduced speed, and would detain an express train about two minutes."

"In conclusion, I would beg to repeat to you that I am prosecuting the surveys of the second division for the present ten miles to the Fredericton road, (a distance of 16 miles) with all the vigor that the extreme severity of the weather will permit. The party under Mr. Whiteman, making the preliminary reconnaissance to discover where alterations from the old survey can be made with advantage, have proceeded as far as the Cornack meadows, about 26 miles from St. Andrews. The party under my own immediate direction putting in the final location, are progressing rapidly with the work; the whole survey will be finally completed, plans, specifications and working drawings will be ready for the inspection of contractors early in March. I have no hesitation in saying that a saving of about £10,000 can be made by altering the location on this division, without materially injuring the character of the curves and grades. This division will cost at least 33 per cent. less for graduation than the first ten miles out of St. Andrews."

The hon. member next read the account of the cost of the first ten miles, the aggregate being £31,994 5s. 10d.; of this, upwards of £25,000 had already been paid by the company. (The hon. member then read the following extracts from a work entitled "Remarks on the subject of a line of Railway from St. Andrews to Woodstock, on the River Saint John, in New Brunswick, and thence to Quebec, in Lower Canada, British North America," published at St. Andrews under the auspices of the company):—

BANGOR, (State of Maine) January, 1850

Being desirous of ascertaining the quantity of Merchandise that is brought from Boston and other ports in the United States to the city of Bangor in summer, for the purpose of transportation to Houlton, Fish River, and the

Upper St. John, with the cost of such transportation,—I am enabled to state from the most reliable sources, that the following is as near the truth as can be arrived at:—

6,000 barrels Flour, 200 lbs. ea.	2.27	\$13,620
5,000 Pork, 300 lbs. ea.	3.00	15,000
10,000 In lieu Corn Meal,	2.27	22,700
7,000 Fish, &c.,	3.00	21,000
8,000 Salt,	3.00	24,000
8,500 West India Goods,	3.00	25,500
4,000 Tea, Soap, Candles, &c.,	2.00	8,000
60,000 Crockeryware, &c., &c.,	2.27	136,200

108,500 barrels amounting to \$266,020  
Traffic of Goods that pass up the Kennebec River, to Moosehead Lake, and the Eastern branches of that river, is 27,125 bbls., ea. 2.27, \$62,200  
\$332,220

The above includes freight and charges on Merchandise from Boston to Bangor and Houlton and Kennebec routes; also, from the most accurate information that can be obtained the quantity of Lumber which passes down the Penobscot in one year, is Two Hundred Millions superficial feet, which in part causes the consumption of the above merchandise.

The following certificates show the quantity of goods passing up the Saint John, under bond, for the American side of the river. In addition, the quantity of Flour, Beef, Pork, Fish, Iron, Salt, Crockeryware, and Dry Goods for the British side, is very large. It is said that in 1845, fully 300,000 barrels passed Fredericton in horse-tow boats; and fully 10,000 barrels pass through Calais for Houlton, per annum.

PORT OF ST. JOHN, N. B.—An account showing the quantities of goods transported by Inland Navigation from this port, under bond, to those parts of the State of Maine, watered by the river St. John, or its tributaries, (including Jonction, Woodstock, Fish River, Fort Kent, Fort Fairfield, Amstone River, &c.) during the year 1849:—

2,521 Bbls. Wheat Flour,	300 bush. Salt,
978 Bbls. Pork,	2,210 galls. Brandy,
12,043 Galls. Molasses,	1,291 galls. Geneva,
7,976 lbs. Tea,	65 galls. Wine,
8,809 cwt. Sugar,	39 galls. Rum,
11,982 lbs. Tobacco,	11 1-2 cwt. Coffee,
100 bush Indian Corn,	

rice, beans, meal glass, leather, boots and shoes, tobacco pipes, rakes, and brooms, ashes, saleratus, pitch, soap, hardware, earthenware, dry goods, cottons and woollens, lard, furniture, chairs, hair mattresses, feathers, straw cutters, washing machine, indigo, alum, clocks and weights, zinc, snuff, shovels, candles, nuts, nails, scythes, forks, oil, and turpentine,—computed at 593 Barrels.

Nails, lead, dried fruit, cordage, stoves, pans, iron, codfish,—computed at 145 cwt.

B. ROBINSON, P. Treasurer.

Treasury, St. John, N. B., }  
12th January, 1850. }

PORT OF ST. JOHN, N. B.—An account showing the quantity of Clapboards and Shingles exported to the United States from this port, the manufacture of those parts of the State of Maine, watered by the river St. John, and its tributaries, from Woodstock upwards, during the year 1849:—Clapboards—2,008,000 pieces, or about 1,339,000 feet; Shingles—4,418,000 pieces.

ALEX. GRANT, Contr.

Custom House, St. John, N. B., 12th Jan. 1851.

That this Railway will pay the Proprietors is evident. It is quite superfluous to expatiate further on the great advantages New Brunswick would derive from the completion of this important undertaking, for they have already been proved by the foregoing statements, and other statistics which have been published.

JOHN WILSON.

St. Andrews N. B., Jan. 1850.

BANGOR, 1st February, 1850.

We the undersigned, do certify, that from information to be depended on, and in which we have the most implicit confidence, that there passed up the Penobscot from Bangor and the Kennebec, during the past year, for the supply of the upper St. John River on the American side:—

135,625 barrels Merchandise, at a cost of transportation of \$332,220 dollars, and that fully two hundred Millions feet of Lumber came down the Penobscot to Bangor.

WM. BABCOCK,

A. W. BABCOCK,

I. M. BRAGG.

I am unacquainted with the trade of the river Penobscot, but from the highly respectable signatures to the above, every credit may be given to the same.

FRED. HOBBS, Solicitor.

The above goods would no doubt all go by the Saint Andrews & Quebec Railway, as the cost of transportation will not be one fifth of the present rates.

Knowing the high respectability of the above parties, full faith and credit is due to their statement.

C. SHERWOOD,

H. B. M. Vice Consul, District of Passamaquoddy, U. S.

The following extract of a letter from J. Bell Forsyth, Esq., dated Quebec, 24th January, 1850, will show the determination of the Canadian Government to carry into effect the resolutions of 1836, as before noticed:—

"Are you not aware, the present Government of Canada have passed resolutions—pledging security of the Province, for the construction of half any Railway which may be built exceeding 70 miles in length; consequently you will only have to make half the road from the Province line to Quebec."

J. BELL FORSYTH.

JOHN WILSON, Esq.,

President St. Andrews and Quebec Railroad Company, St. Andrews, New Brunswick.

He (Capt. Robinson) was not aware that he could add anything to convince hon. members, if they were not con-

vinced by this statement. As far as men could judge from the statistics he had quoted, the line must pay. He had showed his faith in it from the beginning, having taken stock to a considerable amount, induced his personal friends to do the same, and spent two years out of the last three in England working for the company, at a personal sacrifice.

Mr. Gray said that he would support the bill for several reasons. He could not look upon it as a local measure, but one of great national importance. He regarded the railway from St. Andrews to Woodstock as a part of that great network of railways which he hoped to see at no very distant day extending throughout the whole Province. It was scarcely less national in its character than the great European and North American Railway, the bill in aid of which the House sustained yesterday by an almost unanimous vote. He had no doubt but this line would reach Quebec, thus connecting the Bay of Fundy with Canada, and binding the lower Colonies and the Canadas by the indissoluble ties of interest and brotherhood, and preparing them by the interchange of mutual feelings and benefits for an event that may sometime happen, when they will be enabled to take their place amid the nations of the earth. He meant when their destinies would sever them from the British Empire. When the line would be completed through to Quebec, he believed it must be a paying line. The inhabitants of Canada suffered so much from their being shut out from the sea five or six months in the year, that they were determined to have Railways. Montreal was seeking a railway to Portland, but a line from Quebec to one of our Ports, through British territory, would secure the carrying trade; especially during the winter months. He would recall to the minds of hon. members a circumstance that occurred some three or four winters ago. In consequence of the famine in Ireland, flour was in great demand, and prices in the English market ranged high.—All through that winter there were about 400,000 barrels of flour locked up in Quebec by the ice, and thus was the industry of Canada deprived of the advantages of the Market, which their more fortunate neighbors, the Americans, profited by, for in the spring, when the Canadians were enabled to ship their flour to England, the market was glutted and prices had fallen. Were this line completed, such a circumstance could not take place, for the flour would be sent down by railway. When the line reached Woodstock, there was not a doubt but it would be continued through. There was a law in existence in Canada that compelled the Government to take up and finish a railway in that Province whenever a Company had constructed a line one half the distance. He held in his hand a letter, written by the Hon. Hamilton Merritt, a member of the Canadian Government, to a gentleman in this Province, which adverted to the fact he had just mentioned, and he would read an extract or two from it. (The hon. member then read to the effect that certain parties in Quebec were moving in the matter; that the people there were extremely anxious for the success of the St. Andrews line; and that if it is pushed on, before it reaches the boundary there will be a railway finished from the boundary to Quebec.) He (Mr. Gray) also believed, from perusing the statistics with which he had been furnished, that the line would pay at once when completed between Saint Andrews and Woodstock, and thus, irrespective of its indirect advances, the Province would run no risk. The hon. member for Queen's (Mr. Gilbert) had predicted evil results from the Province taking stock in railways, and talked of having it engraven on his tombstone that posterity might see that he had opposed the bills. He (Mr. Gray) would also have his name go down to posterity, but he wished it recorded not on so frail a memorial as a tombstone; he would have it written on the hearts of the industrious people who would no longer be driven from their country to seek remuneration for their labour they cannot find at home—on the hearts of the farmer and the mechanic, who may henceforth look smilingly on their loved ones—their wives and children—and say exultingly—"My dears, for the future, so long as God gives me health and strength you shall never want, for I am to meet with full employment and fair remuneration for my labour." (Immense applause.) The hon. member (Mr. Gilbert) had fancied he heard a voice, but it struck his ear with a different note. He heard it from the north and from the south—from the east and from the west—from the great Tantramar Marsh to the Grand Falls—every section of the Province echoing it back to another, and it sounded to him like the note of exultation and gladness that New Brunswick was about to advance in population and prosperity in a degree unparalleled in the annals of her history. (Hear, hear.) Mr. Needham rose to support the bill. He did so on principle. When the bill granting facilities to the European and North American Railway was introduced yesterday he gave it his support; he did so because he believed in the principles put forth in the bill, and because he was convinced from figures that the road when completed will pay. It was true he did not make a great effort on that occasion, because none was required, almost every member who spoke being in favor of the bill. True the hon. member for Queen's (Mr. Gilbert) opposed it, and while he would accord that hon. Gentleman honesty of purpose and intention in his opposition, he would remind the Committee that (Mr. G.) lives near a place they call "No man's friend?" (Much laughter.) That might account in some degree for his decided hostility to the bill. He differed with him, however, in his apprehensions; he (Mr. Needham) did not see the desolation prophesied by that hon. member, as the result of yesterday's work, but he did see a good time coming, and prosperity following in the train of that bill. To-day it appeared that opposition to this bill was rife, and how the bill of yesterday was supposed to be safe, there appeared a disposition to give this bill the go-by. He (Mr. N.) thought that the same reasons that were urged in favor of the bill yesterday might with equal propriety be applied to this. He could only form an opinion and base a con-