

hon. members from Charlotte, Victoria, Carleton and York? (Loud cries of "No.") Then why did the hon. members from the north now oppose the present scheme, since it was the only means the Province has to complete the two great lines, and was the result of circumstances that no human being in this country had any control over? Then it had been objected to building railways as public works, and vesting the control in the hands of the Government. He would ask hon. members by what other means they could prevent a powerful monopoly from springing up? If a Company built this line, they would do it as a speculation, impose what tolls they pleased, and the authorities of the country would have no power to interfere with them; nor could a rival road be laid down; as that would be a breach of faith. They could do as they liked, and the people of the Provinces would have no remedy; and their principal object would be to make money.— Before railways were invented the turnpikes in England stood that country instead, and they were all in the hands of the Government, who imposed tolls on those who passed through the turnpike gates. When railways were first started in that country, it was uncertain whether they would succeed or not, and in that doubtful state of the case the Government did not like to assume the control. After the railways were constructed by companies, the Government could not interfere. But on Continental Europe the reverse was the case, most of the railways now in course of construction, or projected, being under the control of the respective Governments; and where a company is chartered, the Government inserts a clause to enable them to take possession of the road at any time, if the dividends exceed ten per cent. by paying the costs. Again, where a trade exists it may be quite right to allow companies to build railways, and for the Government not to interfere, but still the Government of a country would be justified in constructing a road that is to *errate* a trade. The Erie Canal was a Government work, and is still owned by the State of New York. It is 400 miles in length, and constructed through a country that was then a wilderness, only a few houses existing throughout the whole distance. The city of New York alone had advanced twelve millions of dollars to give facilities for the western trade; while the city of Philadelphia had advanced seven millions to secure a portion of the said trade, and Boston six millions with the same object in view. The Erie Canal had been in operation thirty years, and during that period the Government of the State had frequently changed hands, and every phase of policy had by turns been uppermost; and yet, during this long period not a single case of corruption in the management of the canal had come to light. Hon. members would perceive the importance of that fact, when they contrasted it with the management of railways in England by companies, and the cases of gross corruption that had transpired.

He would now call their attention to the history of Public Works in Canada. That Colony had been in a state of great agitation for years, but no sooner was order restored than (in 1842) the Government borrowed money to construct public works. What had been the result? Why, in ten years their revenue had doubled. They had not only paid the interest on the borrowed money, and provided for a sinking fund, without taxing the people, but they had in the meantime expended enormous sums in great roads and other public improvements; and after all, they had a balance on hand last year, which they had appropriated to aid in the construction of railways. They thought proper to fix the tolls so low on the canals as merely to cover one per cent of the interest, preferring to make up the deficiency from the general revenue, since by placing the tolls low they increase the traffic, and benefit the public. By doing this they increase the revenues of the country, and enable them to bear the payment of the balance of the interest. On the Lakes there were a great many light houses, and the revenue of the country is in that prosperous state that last year they were enabled to take off light-house dues from the shipping. The estimate for the revenue last year was £750,000; he did not know what amount was received, but from the improvement in commerce he had no doubt but it exceeded the estimate. The estimate from public works was but £70,000, which was one-third of the interest, the total interest being £210,000. The whole amount of the interest was provided for, and £70,000 appropriated towards the sinking fund. He considered that doing a good business; instead of the debt being a burden to them, the money laid out on public works was enriching the country. He wished that every commercial man in this Province was doing a business as good in proportion, and he wished this Province was in a similar position.

Mr. Johnson.—"There are no working expenses on canals, and the working expenses of railways are very heavy."

Hon. Mr. Gray.—He did not agree with the hon. member. There were considerable working expenses on a canal; how were the locks opened and shut but by persons employed for that purpose; would they open as easy as the hon. gentleman's mouth? (Laughter.) Canada had succeeded so well that she now felt

again in constructing public works. It had been said that if the money had been placed in the hands of the Government, they would corrupt the House, and corrupt the people. What! did hon. members fear that they would be corrupted? Tell any hon. member in the House that Government could corrupt him if they had this money, and he would be highly indignant. And if the Government could not corrupt the present House—which was more than the Government would dare attempt—how was it likely they would corrupt their successors, or the public under them? He knew of no instance of corruption on record, where the work was under Government control.

He would next advert to Mr. Archibald's propositions, and he would ask at once would the Legislature accede to them? (Cries of "No, no!") He asked from the Provinces £90,000 sterling for twenty-five years, the right of way and stations, and four millions of acres of the public lands from this Province alone. And supposing they had made arrangements with a company; who would be employed in all the offices connected with the road? There would be persons sent out from England, and it would be a source of heart-burnings and disaffection to the people of this country. He would appeal to hon. members who were connected with the lumber trade, and ask them in what position would they be in if four millions of acres of the wild lands were locked up; could they carry on their business and compete with the company?

Mr. Porter.—"Our lumber trade would not be worth a farthing."

Hon. Mr. Gray.—He quite agreed with the hon. member; the trade would no longer be worth a farthing.

The people had been misled in this matter by certain persons, and by a portion of the press. No longer ago than the 14th of February inst., the Courier, the oldest paper in St. John, stated that Mr. Archibald had made a distinct proposition to this Province to construct our railways, independent of any action on the part of the other colonies. He did not know what object the writer could have in thus attempting to mislead the people. He would give the assertion he had alluded to the most unqualified contradiction; no such proposition had been made. (The hon. member then went into the history of the several despatches from Earl Grey, Mr. Archibald's letter to the Governor General, and the Minute of Council at the December meeting, when it was supposed the money would be obtained for the European and North American line on the same terms. As the hon. Mr. Chandler exposed the whole affair in the Legislative Council, its repetition is unnecessary.) The propositions contained in Mr. Archibald's letter were such as could not be entertained.

Hon. Mr. Montgomery was surprised to hear the hon. member reading a private letter and commenting on it.

Hon. Mr. Gray said the letter was in print, and was therefore a public document. If the Government had kept it back, it would have been spread over the country by the opponents of the line that the Government had received offers from private individuals to build the line, and would not let the people know the contents. Private! How could such a document be considered private which offered to construct a work of this nature, in which the people of the three Colonies were so deeply interested. These propositions of Mr. Archibald's were based on the supposition that the British Government would advance half of the amount. Now how was it expected this money would have been advanced, or upon what terms? Would the British Government advance it without security? No; but the Provinces, after giving every thing else required by this company, would have been called upon to pledge their revenues in security. Even then it were no use for this Province to comply with the conditions, unless Canada and Nova Scotia joined with us, and they had positively refused. But independently of that he would now say that no member of the Government of this Province would consent to Mr. Archibald's propositions, nor for a moment entertain the idea.

Hon. Mr. Montgomery.—"Nor would any member of this House."

Hon. Mr. Gray was glad to hear the hon. member say so. Mr. Archibald asked the Provinces to guarantee the full amount of interest on the capital invested; he then asked 4,000,000 acres of land for the purpose of colonization; and in addition to all this he asked the Provinces to give him the right of way and build the stations as a bonus. (Laughter.) What a glorious proposition! He was surprised that any man, or any press in the Province, had advised the people to accept of such a proposition as this; a darkness must surely have obscured their vision.

It must not be forgotten that in order to effect anything the three Provinces must agree. The Legislatures of Canada and New Brunswick had agreed, and the Governor General, Sir John Harvey, and Sir Edmund Head were agreed upon this scheme. They considered this the best paying line. It had been said that the British Government would not advance the money to build a line running within a short

be liable to interruption in the event of war. That was a difficulty which he was happy to say was fast fading away. Last year all Europe was talking of universal peace, and the people of all nations visited the Crystal Palace in London, shook hands, and declared all animosities forgotten. Already were those pledges forgotten, and the potentates of Europe were combining in hostile array against England.— While that was the case in Europe, the people of the United States, of our own race and blood, forgetting former struggles, were now expressing sentiments of the warmest friendship towards England,—their public men and public Press had expressed themselves in this manner—and were preparing to help her in her coming struggle to perpetuate the liberties of mankind. This was the very time to apply to England for the money, as the English capitalists would not invest their money on the Continent of Europe in the prospect of a war, and would withdraw as much as possible of their capital now invested there. This was the time, then, to get the money, for if neglected, it would soon be invested in the United States.

He had confined himself to a plain unvarnished statement, as he did not consider it a subject which warranted him to draw on his fancy. He hoped hon. members would deliberate calmly, and the only reward he wished them was that their children would be able to look back on this era, and exclaim with pride "my father voted for it." He would say no more but this: the Government was so thoroughly convinced of the practicability and great benefits of this scheme that they would stake their political existence upon it. The House must take the measure and sustain the Government, or they must reject the measure and by doing so overturn the Government.

LEGISLATIVE COUNCIL.

TUESDAY, Feb. 24.

The bill for excluding certain persons from holding seats in the Legislative Council, was passed this morning without debate.

MONDAY, March 1.

The Council next proceeded to discuss a grant for the return of duties to Mr. Connell, of Woodstock, on Steam-boat Machinery imported by him for a boat to run between Woodstock and Grand Falls.

Hon. Mr. Harrison was opposed to those drawbacks on duties on any articles which could be manufactured in the Province. If good and sufficient Engines can be made here, he saw no reason why those who make them should not be encouraged rather than strangers. Believing as he did, that the work could be done well here, and knowing that the Legislature had last year passed a law to increase duties, in order to protect our own manufactures, he would not now consent to a grant which was in manifest opposition to the former act of the whole Legislature. It would only defeat the object which was meant to be encouraged.

Hon. Mr. Steves observed, that similar duties had been refunded to Messrs. Small & Hatheway last year, although he (Hon. Mr. S.) had opposed it. The reason then given was, that large Engines could not be constructed in this Province. Beyond this, the present grant had, as a matter of course, emanated from the lower House, where they should be the best judges of the operation of their own Acts.

Hon. Mr. Connell said, that if it were not the intention of the Legislature to return those duties, such intention should previously be known.— At the time when Mr. Connell was about to embark in this undertaking, he (hon. Mr. Connell) had asked the Provincial Secretary if there would be any doubt concerning the return of the duties; and that gentleman had informed him that they would, as a matter of consequence, be returned. It was understood that the steamer would be built in Woodstock, and that the Machinery would be imported from Bangor. The Secretary had stated that there could be no question, as such duties had already been returned. But this grant should also, for another reason, be sustained. Some years ago a large grant had been made to assist in the erection of a steamer to ply between here and Woodstock, but on placing her upon the route it was found that she was not effective. The party now building in Woodstock, seeing this state of affairs, immediately and at his own risk, built a steamer which has ever since run on that route, and done the public the most effective service. The vessel in course of erection would cost £5,000; a large sum to risk on the rapid and rocky course to the Grand Falls; and as the owner asked no bonus to assist him, surely the right of return of duties for machinery which he could not procure in this Province, should not be denied him; especially when that right had already been conceded to others. It was supposed that the new boat would run up to the Falls and return each day.

Hon. Mr. Harrison said, there was a manifest difference between the present application and that made by Messrs. Small & Hatheway. In the former case the duties amount to £102, while in the latter they were only £61 5s. shewing that in the Hatheway case a great part of the machinery must have been made in the Province. The sooner the Legislature came to the determination to return no duties on the im-

portation of such articles, so much the better would it be for the Province.

Hon. Solicitor General said, the distinction alluded to would not apply. The present applicant says he could not get machinery to suit him in the Province, and naturally inquired whether he could have the duties returned, as otherwise he must have boat and all built abroad, which he could have done, and then supplied her according to law as an American built vessel with a Provincial Register. When manufactures of that sort can be as well made here as abroad, then it would be the right time to strict importations; otherwise, as in the case of bread-stuffs, those protections would be unjust and absurd.

Here the grant was agreed to.

The following is from the Journals, shewing the amounts for the improvement of the different great roads throughout the Province; also the amount of by road money for each County:

Saint John to the Nova Scotia line,	£1,400
Fredericton to St. John, via Nerepis,	750
St. John to St. Andrews,	600
Nerepis to Gagetown,	40
Dorchester to Shediac,	50
Shediac to Petticodiac,	75
Richibucto to Chatham,	300
Newcastle to Bathurst,	300
Bathurst to Belledune,	100
Belledune to Merris Road,	550
Fredericton to Woodstock,	900
Woodstock to Arestook, (over which £250 is to be expended on the Bridge over the Maduxnakik.)	900
Arestook to Grand Falls,	60
Fredericton to Finger Board,	200
Bellisle to Scribner's,	50
Fredericton to New Castle, (including bridges already contracted for,)	1000
Fredericton to St. Andrews,	500
Salisbury to Harvey,	500
Shediac to Richibucto,	900
Waweig to St. Stephen (including bridge,)	100
Woodstock to Houlton,	60
Oromocto to Gagetown,	50
Oak Bay to Eel River, (£250 to be expended South of Little Digdeguash towards the Baillie Settlement.)	350
Barker's Landing to Richibucto,	1000
Newcastle to Pittfields,	75
Grand Falls to Canada line,	600
Bathurst to Miramichi via Pokemouch,	400
St. John to Quaco,	200
Hampton to Bellisle,	25
Cole's Island to Cape Tormentine,	200
Lower Landing Grand Falls to American Boundry,	30
Albert to St. John, via Hammond River,	500
Isaac Dery's to Point Wolfe,	100
Dead Water Brook to St. Stephen,	75
Roix's to Oak Bay,	225
Tisdale's Farm to Loch Lomond,	100
Tilley's in Sheffield, past Rendleton's Mills to Petticodiac,	200
Baptist Meeting House, Uppham, to Sussex Vale,	100
Lower Front Brook Bridge, to Magaguadavic,	100
For the repairs on Bathurst Bridge,	300
Total,	£13,765

The Special Grants recommended are numerous. The total amount for this purpose is put down at £5,000.

BYE ROADS.—The Bye Road Grants are thus set down:—

County of York,	£1,250
Queen's,	1,258
Gloucester,	958
Charlotte,	1,480
King's,	1,486
St. John,	1,075
Simsbury,	760
Northumberland,	1,419
Kestigonche,	760
Westmorland,	1,237
Kent,	922
Alberk,	761
Carleton,	978
Victoria,	712
Total,	£15,129

PROSPECTS OF WAR.—The whole Belgian frontier is now bristling with fortifications. Switzerland, too, is on the alert, and is going to send General Dufour to ask the President what are his intentions. Prussia is also making ready on the banks of the Rhine, and fresh stores and ammunition are being forwarded to Mainz and other strong places on the Rhine. The Piedmontese Government so far mistrust the Prince that it has resolved to make preparations also for his reception; and even Imperial Austria has shewn her ill-will by using her influence to prevent the Grand Duke of Tuscany from bestowing the cross of the order of St. Joseph on M. Murat, who is the Charge d' Affairs of Louis Napoleon at Florence, and active preparations are being made to place the country in a state of defence.