

could against it. Not one of them had ventured to look at both sides. He believed from what he heard yesterday and to-day, that every hon. member who spoke was actuated more or less by sectional feelings. If the hon. and learned member from St. John (Hon. Mr. Gray) had been retained, he could have made just as good a speech against the Bill as he had made in favour of it, while the hon. and learned member from Restigouche (Mr. Barbarie) could have argued for the resolutions instead of against them. He thought the first question they ought to consider was this:—What benefits should we derive from a railway through this Province? Well, it would in the first place raise the value of lands; then it would unite the Colonies; and there was another benefit, it would make us better known to the rest of the world. He was travelling once in the United States, and a gentleman asked him where he was from. He answered that he was from New Brunswick. "New Brunswick," said the other, "that's down in Maine, is it not?" He (Mr. English) said no, it was a British Province. "Oh!" said the questioner, "you mean Canada." He (Mr. English) said no, and repeated that it was a Province. "Well, then," said the other "you must mean Nova Scotia." And it was some time before he (Mr. English) could convince him that there is a Province called New Brunswick. It made a man feel ashamed to find his country so little known. He thought that England, viewing this railway as a national subject of great importance, ought to have built one-third of it. But as she refused to build any of it, and would merely advance the money, holding us responsible for the whole cost, it was certainly our privilege to carry the line wherever we thought it would pay best. It would pay best where there were most people, as the way travel was the most profitable. The hon. member from Saint John was wrong in what he stated yesterday about the unsettled state of western New York at the time the Erie Canal was commenced. There were more towns and villages than there is now on the contemplated route of this railway in New Brunswick, and more people. As to this line paying, we ought to take the number of people into account, with the amount each on the average would probably expend in a year, in railway travelling; and we had the experience of other countries to guide us. There were in Canada, to travel over this line, about 1,500,000 inhabitants, and in the United States the average amount expended in travelling on railways was 2s. each. Then, in reference to the traffic; we should bring down from Canada on the railroad what ever flour and pork we might want for our own use. He did not think we should have any Canadian produce brought over this line for exportation. Supposing he was in Montreal and purchased ten thousand barrels of flour for exportation, how would he go to work to get it to market? Supposing the St. Lawrence and Atlantic Railway were completed, he would telegraph to Portland to his agent, and enquire if there was any ship there ready to take freight to England. Perhaps there would not be any; and in that case the agent would telegraph to Boston, where there were always vessels, and get one down to Portland, in a day or so. Well, the cost of transmitting flour from Montreal to Portland would be 1s. 3d. per barrel, and the freight thence to Liverpool would be 1s. 6d. more, making 2s. 9d. per barrel from Montreal to Liverpool. Then, supposing this line constructed, St. John would be 600 miles distant from Montreal, and Halifax would be 800 miles from that city. Flour could not be conveyed from Montreal to Halifax by this line for less than 6s. 3d. per barrel, and he would ask if they could expect a single barrel of flour to be carried over the line at that rate. Then from Lake Erie to Montreal was 600 miles more, while the distance from Dunkirk to New York by railway was but 475 miles. That was an excellent railway, on the broad gauge principle, and certainly the flour would go that way. That line for nearly half the distance ran within seven or eight miles of the Pennsylvania frontier. With respect to this line, it would pay much better if carried near the American frontier, as it would then secure the trade of the American settlements also. He did not think the line would pay as a commercial concern: the great benefit to be derived would be in the increased value of the lands, the increase of population, and consequent increase of revenue. He was confident, however, that the snow would prevent the working of the line in the dead of the winter. Probably the line would be closed three months every winter as the cost of keeping it clear would be very great. He thought it would be a long time before the line would pay anything more than the working expenses. If he was certain that it would pay the interest after having been in operation twenty-five years, he would be satisfied. The indirect advantages that would be placed as a set off against the interest the Province would likely be called on to pay for some years immediately following the construction of the road.

Saturday, February 28.

Mr. English, on opening the debate this morning, said he would not have risen again had he not thought it probable he could throw some light on the subject, he having travelled

a great deal on railways. Should we build a railway and get it into successful operation, it would be a great boon to the country; but if they should get the money and squander it, and fail to complete the line, it would be ruinous, as we should have no railway our credit would be gone, and the people would be burdened with the interest. He would now set the hon. and learned member of the Government (hon. Mr. Gray) right in reference to the State of Illinois. That hon. gentleman had read extracts from a pamphlet describing the sources of wealth in Illinois. That pamphlet was written by a Mr. Rontoon, a gentleman whom he knew well, as he had travelled in company with him some two thousand miles. He was a shrewd Yankee, a speculator, and a large landowner, and of course if he could attract emigrants to that State it would enhance the value of his property. But what had Illinois done? Some fourteen years ago the railway fever was prevalent there, and they determined to borrow twenty millions of dollars and expend on railways. They went to work on two railways at once, and a Canal. One of them they never finished, and the other they did not carry through, but having as they thought finished a part of it they set the cars and the locomotive at work; but they found the line so slightly and imperfectly built that it was not fit for use. The Canal was eventually finished. Thus matters stood. They had spent sixteen millions of dollars on those public works, and all but the canal proved a failure; they had no moneys coming in, and the English capitalists began to press them for the money. They made short work of that, for they repudiated, and up to the present time they have neither paid anything, whether principal or interest. The canal was 106 miles in length, and passed through the prairie where the land was extremely rich. He had passed through it, and admired the rich quality of the soil; but he remarked that out of the large number of men who had been employed excavating, he did not believe one hundred of them had settled there; they had gone else where to seek for work. As to the railway they had attempted to work and failed, they had in an imperfect manner finished some forty or fifty miles; and there it lay for years with the wooden superstructure and the cars rotting. At length a company from one of the Atlantic cities offered to take it off the hands of the State, finish it, and run the cars through, if the State would give them all they had done. This offer was accepted; the company went to work, took up all the wooden work and rails, and laid down new; completed the line through, and it is now a successful operation; but the Government lost every dollar they expended. A similar result befel the State of Michigan; the Government there attempted to build a railway from Detroit to the city of Michigan 200 miles in length. They negotiated a loan, which they considered sufficient, and constructed the road about 150 miles, when they found their money all gone, and their credit all gone, and they were obliged to stop. That road was also very bad; he had travelled on it, and they dared not travel over ten miles an hour. They did not lose all they had expended, but sold out to a company at a very low rate, and an immense sacrifice. The company laid down new superstructure, built new bridges, finished the line, and it is now doing well. These were the only two instances of the American State Governments attempting to build railways, and in both they had signally failed.

Mr. Williston said he felt extremely diffident in rising to speak on this subject, and he should not have risen but for the purpose of setting himself right before the country for the course he intended to take. It was an embarrassing question, and it must have been particularly so to the Hon. Attorney General. That hon. gentleman must have known that the people of his county wanted a railway, and he also knew where they wanted it to go. When this question was mooted, then, he had but one alternative, and that was either to resign his seat in the Government or remain and do the best he could under the circumstances. He believed that the hon. Attorney General had done what he thought was proper, although he had not pursued the most popular course. He had chosen the course he thought was right, instead of seeking for popularity. (The hon. member then read several extracts from Major Robinson's Report.) Thus, it was seen that a practicable passage for a railway to Canada had been discovered, and they were yet to know that another passage could be found; no hon. member had as yet ventured to state that the present route was practicable. When Earl Grey offered to advance the money to build a railway to Canada, he based the offer on the supposition that the road could be applied to military purposes, that they might be able to transport troops over the rails in the event of a war.—That was the kind of road Earl Grey wanted. In the event of war the Americans would close their railways and canals against the transport of British produce. That would be the time a railroad uniting the Colonies would be most wanted, and that would be the very time when the line projected would be of no use, as it would run so close to the American frontier.—At a public meeting held in the county of Northumberland to take railway questions into con-

sideration, it was resolved in favour of leaving the route undefined, and leave it to the Commissioners to decide. He thought the Government should have brought in a Bill based upon that principle, and not attempt to fix the route. He did not agree with what had fallen from the hon. and learned member from St. John (Hon. Mr. Gray), as to the United States joining England in the event of a European war; he thought it quite uncertain at what period we might find Great Britain and the United States at war. He was confident the British Government would never consent to advance the money to build this line, as it would not answer for military purposes, nor would it embrace the great object of emigration, which they had in view. Major Robinson had stated that the northern route was on the easiest grades of any railway in the world of the same distance. Mr. Wilkinson had stated that the Tobique could be crossed by a railway, but the grade for many miles would be at an ascent of forty-nine feet in the mile. Major Robinson in his reply stated, that an engine that would draw but thirty tons on an ascent of 49 feet to the mile, would haul 144 tons on an ascent of 30 feet to the mile.

Captain Robinson said his opinion had been much changed of late in reference to the Government building railways. He was one of the Directors of the St. Andrews and Quebec Railway Company, and he found the work had been much retarded by local jealousies. They had lately contracted with a party to complete the road to Woodstock, and no less than twelve anonymous letters had been received in consequence, abusing the Directors. They knew now what the Saint Andrews line would cost, and it would not exceed £3,500 per mile. He thought that another thousand pounds per mile, making £4,500, would build this line. Perhaps it was fortunate they had not commenced this line before, as it could be built twenty per cent cheaper now than a few years ago. He believed this line would pay, for besides the people and goods from the west that would pass over the line, mills would spring up on the streams in the vicinity of the line, and large quantities of lumber would be sawn and sent down to Saint John for shipment. But even should it not pay all of the interest it would be a great boon to the country. Why did they construct great roads? It was to open up the forest and cause it to be settled, and for the benefit of the people. They did not look for it to pay directly, but indirectly; and thus it would be with a Government railway. As to emigration, it never entered into any one's head that the men employed building a railroad would settle the country, but make a railroad through settling lands, and it would induce a proper class of emigrants to come in and settle. He was glad that he was enabled to show the experience of a short line on our frontier. The Calais and Baring Railway paid last year ten and a quarter per cent. He was sorry to hear an hon. member from the north attack the character of one of his own countrymen. Mr. Wilkinson was a man who bore a very high character as an Engineer, as the testimonials he had received would show; and as to English Engineers, no matter how clever they may be, not one of them was fit to explore the American forest without the assistance of an engineer who has resided long in America. To attack any professional man in the Legislature was calculated to injure him very seriously, and hon. members should be cautious. He (Capt. R.) was ready to support the Government in any feasible scheme to get a trunk railway laid down, and believing this scheme to be a feasible one he should support it. He was glad a southern route had been chosen, but if the northern line had been agreed upon he should have given it his support.

ENGLISH NEWS.

Arrival of the Niagara!

SEVEN DAYS LATER FROM EUROPE.

By Telegraph to the Sentinel News Room.

The Royal Mail steamer *Niagara* arrived at Halifax at 5 o'clock on Wednesday morning.—She left Liverpool on the 6th inst., and brings 60 passengers; among those who landed at Halifax are Messrs. R. Wright, J. L. Inches, and W. B. Nicholson, of St. John.

Trade in the manufacturing districts was healthy. In Manchester goods and yarns were in demand at improving prices.

Freights to all ports in the United States had advanced. Emigrants came forward more freely and passage rates are 10s. higher.

The Bullion in the Bank of England now amounts to £19,239,024. Discounts were easy at former rates. The Consol market had improved, and prices on the 5th closed at 97 1-2 to 97 5-8 for money and account.

The Anti-Corn-Law-League had been revived. Large meeting for the purpose of resuscitating the body had been held at Manchester and Leeds. At the former city, subscriptions to the amount of nearly £40,000 had been made.

The re-election of the new Ministers, whose seats had become vacant in the House of Commons, was going forward. Sir John Pakington, the Colonial Secretary, and Lord John Manners, Chief Commissioner of Woods and Forests had been returned. Lord Henry Lennox; a Lord of the Treasury had also been re-elected. The speeches of all these gentlemen were very cautious as to free trade, throwing the consideration of the question overboard for the present, and looking to the results of the next General Election as a justification for interfering with the Commercial policy of the late Sir Robert Peel.

The new Lord Chancellor, Sir E. Sugden, had taken his seat in the House of Lords, as Baron St. Leonards.

The American minister had held a grand reception on the 4th inst., which was attended by an immense number of distinguished personages.

The Head Constable of Liverpool, and two or three of his subordinate officers, had been dismissed for interfering with and "cooking" a police report of a riot which took place on the 23rd ult.

A very serious riot occurred at Bristol, among the factory hands belonging to the Great Western Cotton Works. A contracted door-way had been constructed by the Manager to prevent the girls, some hundreds in number, from carrying off Cotton waste; the hands refused to go through this door-way, and a fire engine was set to play a stream of water upon them, when they became exasperated and demolished the windows of the factory. Several parties were severely injured. The Magistrates subsequently investigated the case, and fined the Manager five pounds for his illegal conduct.

The Shipping returns of the Board of Trade for the month ending 5th February, have just been issued, and exhibit a total failure of all the evil predictions that attended the repeal of the Navigation Laws.

IRELAND.—The Earl of Clarendon has taken final leave of Ireland. Lord Naas, one of the new Ministry, was to be opposed in his re-election for Kildare.

The obsequies of the late Roman Catholic Archbishop of Dublin were celebrated with great pomp on the 2d inst.

The Catholic Defence Association have held a meeting, but it was not of moment.

Four free-traders had offered for the representation of Cork.

FRANCE.—The elections were progressing favourably to the Government. Here and there a member of the opposition was returned, but that was all.

The Bank of France had reduced the rate of interest 3 per cent. Railroad Shares and Bonds will be discounted as commercial paper.

The re-organization of the National Guards was going forward.

Gen. Cavaignac has been elected for the third, the most important district of France. Of 120 elections in the Provinces, only two belonged to the opposition.

INDIA.—The overland mail at London brings dates from Calcutta to Jan. 24th, and Bombay to Feb. 3d. Commercial affairs at the latter place were dull. The import market at Calcutta was somewhat improved. The Burmese war was concluded, and the months of the Jrewaddy had been blockaded—the batteries of Raingdon destroyed, and 300 persons killed.

SPAIN.—The dissolution of the Cortes was looked for. The Duke and Duchess of Montpensier, were to visit England, and return to Spain in July.

ITALY.—The *Opinione* quotes a letter from Milan of the 25th ult., stating that the police had received orders to exercise the strictest surveillance over English travellers. With rare exceptions they are not permitted to sojourn more than 24 hours in Lombardy.

RUSSIA.—An official letter from the Foreign Office of March 2d, states that the Emperor of Russia had given instructions to the authorities on the East coast of Siberia and the North West coast of North America, to furnish Captain Beatson with all possible assistance in his search for Sir John Franklin.

A placard, written in red ink, has been posted in Tipperary, calling on the Irish to address the President of the French to put down the English.