

Executive should, as a right due to this hon. House, consult its dignity, and treat it with the same courtesy which is extended to the House of Assembly; and it would not for a moment be supposed that any alteration would be made in the constitution of that branch of the Legislature, without giving its members immediate notice. Here then rested the question; two additional members had been given to this Branch of the Legislature, in apparent violation of the Royal instructions, and in making this change the slightest explanation had not been afforded. Under these circumstances he (hon. Mr. Botsford) would lend his aid in any legitimate way, in maintaining the constitutional authority and influence of this hon. House both as respects itself, and the country.

(To be Continued.)

(From the Head Quarters.)

MONDAY, February 16.

RAILWAY AFFAIRS.

HONORABLE MR. CHANDLER'S EXPOSITION.

It being understood that the Hon. E. B. Chandler would make a general exposition of railway affairs in the British North American Colonies this morning, and defend the conduct of the Executive Government of this Province during the past year, in reference to the railways in which this Province is interested, a large concourse of persons assembled in the Council Chamber, including several of the public officers, and nearly every member of the House of Assembly.

Hon. Mr. CHANDLER rose immediately after the Journals and Bills had been read, and spoke nearly as follows:—He said he did not rise for the purpose of making a fine speech; the subject upon which he should offer some remarks being of too grave a nature for the declamatory style, and consisting chiefly of dry details of facts and figures; nor was it necessary for him to waste much time in argument to prove the utility of railways; that question was settled throughout the world, and the necessity of having railways universally admitted. It was only necessary for him to direct their honors' attention to Great Britain, that country in which nearly every work that was great and good originated, and there they would find railways spread out in every direction. From England the desire of having railways had spread over continental Europe, and there were many railways there, and others now in the course of construction. England had got her railway system to that perfection that the country was covered with them. Then if they looked to the United States they would find a great many railways, and many more projected. There were no less than 16,000 miles of railway in that country, constructed or in course of construction, and he had no doubt but there would be 20,000 miles completed in three years' time. The necessity for railways had long been acknowledged in these Colonies. If they turned their eyes on Canada, they would find that the subject nearly engrossed public attention, and Canada at that moment was contemplating the construction of about 800 miles of railway. In the Great Trunk line in Canada, which he believed was 700 or 800 miles long, commencing at Quebec and extending to Windsor, near Detroit, the Government of the Province took half of the stock; and that was not all, for of the other half a considerable portion of it was taken up by the municipal corporations of the towns through which it passed. Thus the construction of railways in Canada, in which the Government was directly interested, was the settled policy of that country. But in addition to the railways in Canada, in which the Government has already taken stock, that great and growing country had, in the most magnificent manner, sent down her ministers to this Province and pledged herself to construct a railway from Quebec to the Grand Falls, which is some forty or fifty miles beyond the Canadian boundary, provided the lower Provinces will continue the line from thence to Halifax. The same spirit prevailed in Nova Scotia. So great was the object to be attained that party spirit was set aside for the time, and men of opposite politics, coming from the east and the west, had met in the House of Assembly of that Province, and adopted the railway scheme proffered to them by an overwhelming vote, although the road would touch but a small portion of the settled districts, and they are required to construct it some forty miles into this Province beyond their boundary. When they looked back upon the history of this Province for a few years past, they must draw the conclusion that public opinion on railways in New Brunswick kept pace with the sister colonies, although as yet very little had been done towards constructing railways here. But railways it must be recollected, was of modern invention. He recollected when he visited England in 1833, that there was but thirty miles of railway,—the road from Manchester to Liverpool. It was many years since the construction of railways was first agitated in this Province, and it had been agitated here, he thought, earlier and to a greater extent than it had been in Canada. The first Railway company incorporated in New Brunswick was the Chubucto Company. Next it was proposed to construct a railway up the valley

of the St. John, from St. John to Woodstock and the Grand Falls. The project was discussed a long time, and the company incorporated, but the work was never commenced. The next project was the St. Andrews and Quebec Railway. The company was incorporated, and the people of St. Andrews had done all they could to forward the work; there was no lack of energy on their part. The Legislature had manifested a disposition to aid them, and had passed facility Bills, giving them a large tract of the public lands, guaranteeing part of the interest, and at length taking part of the stock; in fact they had given almost sufficient to build the road from St. Andrews to Woodstock. He mentioned this to show the bent of the public mind, which it was the duty of the Legislature to carry out. The next project was the line from Shediac to St. John. This line had been surveyed, and the company incorporated, but still there it sticks; the stock had not been taken up, nor the work commenced. The next project was the St. Stephen railway, a branch of the St. Andrews and Quebec Railway; and in that case, like the others he had enumerated, nothing was done. The next project was the European and North American line, which was brought under the notice of the Legislature last year for the first time. The company was incorporated and facility Bills passed. The Bill providing that the Province should take stock in the line to the amount of £250,000 stg was a Government scheme, introduced by a member of the Government, and they risked their existence as a Government upon its fate. Now it was evident that if railways were to be constructed in this country, the money must come from elsewhere, and they might gather from the history of the past that the money must be procured on the credit of the Government, or not at all.

His object, he would repeat, was not to make a fine speech, but he would tell their honors what the Government had done in reference to railways since the last Session, and he would beg of them to listen to him patiently, since a great part of his speech must necessarily be made up of dry details. After the Bills of last year had passed both branches of the Legislature, the Government entertained the hope that we should soon have railways. After the lapse of a brief period, Despatches were received which directed their attention to another project. A Despatch was received from the Governor General, dated the 1st of May, requesting the Government of this Province to send a Delegate to Toronto to confer with the Canadian Government, and a Delegate from Nova Scotia, on railway matters. [The hon. member then read an extract from the Despatch.] In consequence of this it was thought proper to send a Delegate to Toronto, although he must be in a measure powerless; still, out of courtesy to the Governor General, and toward Earl Grey, at whose suggestion the Convention was held, it was thought advisable that some member of the Government should attend. He (Hon. Mr. Chandler) was selected, and proceeded to Toronto as a Delegate, but he had no powers to enter into any arrangement, or making any pledges farther than those already made by the Legislature.—He was differently circumstanced from Mr. Howe, who was the Delegate from Nova Scotia clothed with ample powers. He held in his hand a copy of the instructions furnished Mr. Howe, which he would read. (The hon. gentleman then read the document to which he referred.) From this Despatch of Sir John Harvey, their honors would perceive that Mr. Howe had full powers, on the part of Nova Scotia, to accept of the plan suggested by Earl Grey. The Minute of the Council here, by which he (Hon. Mr. Chandler) was appointed, gave him no such powers. The Convention met, and he was called upon to propose something on behalf of New Brunswick. He then submitted the following proposals:—

"That the Government of New Brunswick will guarantee to Her Majesty, for the purposes of such Railway, all the ungranted Crown Lands through which such Railway may pass within the said Province, to the extent of ten miles adjoining on each side thereof, to be disposed of in such manner as may be deemed most advisable to Her Majesty's Government; also to secure, at the expense of the Province, a sufficient breadth of way, and the necessary stations, over or upon private property, as may be required for the use of the said Railway, and to charge upon the General Revenues of the Province a sum not exceeding £20,000 per annum, for a period not exceeding twenty years from and after the time of completing the said Railway, and while the same is kept in operation, for or towards making good any deficiency of such an annual dividend out of the net profits of such Railway, as will be equal on the capital invested in its construction and equipment.

"Mr. Chandler also submits herewith, a copy of the Resolution of the Assembly of New Brunswick, passed at their last Session, and concurred in by the Legislative Council, as expressing the renewed pledge of those two Branches of the Legislature for aid in the construction of the proposed Railway from Halifax to Quebec.

(Signed) "E. B. CHANDLER."

That was all he could do. He had no power to do more than repeat that New Brunswick

would guarantee £20,000 a year for twenty years, give right of way and stations, and a large quantity of land. Three several propositions were made at the Convention, by Canada and Nova Scotia, for the consideration of New Brunswick, which were as follows:—

"1st. That each Province should be responsible for the cost of the portion of the Road passing through its own territory:

"2nd. That New Brunswick should make a separate and distinct agreement for the construction of its portion of the Line, with private contractors, who might possibly be induced to undertake the work on liberal terms:

"3rd. That the Line between Halifax and Quebec should be undertaken on the joint account of the three Provinces, and that the Crown Lands lying five miles on each side of the Line should be conceded by each Province for the benefit of the Road, and that until payment of the cost of construction, and interest, the receipts should be common property, after which each Province to own that portion of the Road which passes over its own territory."

By the first proposition, each Province was to undertake the construction of one-third of the road. The second proposition was suggested by himself, for he then supposed that the European and North American Railway Facility Bill would receive the royal assent, and that the road would be commenced by a private company; he therefore suggested that private individuals might have the privilege of subscribing for as much of the stock as they chose, and that the whole stock might be taken up and the work constructed by a private company.

Thus matters stood for some time. The Government of this Province, at length—supposing that money would be advanced from the British Treasury to build the European and North American line on the same terms, and feeling the importance of securing the construction of that line; feeling that they were bound to do something for the people; believing that the northern route would be selected for the Great Trunk line, for although that route was not insisted upon in Mr. Howe's letter of the 10th March, nor distinctly indicated in the Toronto proposition, still there was a general impression at the Toronto Convention that the northern route would be chosen; feeling that it was a great object to obtain the money at 3 1-2 per cent., if possible, as thereby a great saving would be effected in money, besides the saving of the public lands, which were pledged under the former scheme—the Government consented to the scheme. Of course no one would deny that the northern line, if built, would do a vast deal of good to the Province; at the same time the offer of the British Government to advance the money at three and a half per cent., was a magnificent offer, and one that should not be lightly rejected. Another great object was the saving it would effect in the cost of the European and North American road. He had entered into a minute calculation, and he found that were the two roads constructed by money obtained at three and a half per cent. interest, it would not cost the Province one farthing more than the carrying out of the former schemes to which the Province was pledged. Influenced by these considerations, the Government agreed to support the scheme agreed upon by Canada and Nova Scotia; and by so doing risk their places. They had been charged with being a do-nothing Government, but he did not wish to be in a Government and do nothing. The Government had agreed to the scheme unanimously, and therefore they had signed no written agreement. This was the state of affairs up to the period of the elections in Nova Scotia, when Mr. Howe was sustained in what he had done. Some of the newspapers in this Province had attacked the Government for what they were supposed to have done, and among other things they had accused him of closeness and mystery in reference to the Toronto Convention. A member of the Government could not go forth to tell every person he met what was going on. There had been no mystery about the affair, and in what the Government had done they never for a moment lost sight of the European and North American line, but had given it all the support its warmest friends could desire.—He would read them an extract from a Minute in Council, at the meeting of the Executive in the month of July. The hon. member then read as follows:

"The Executive Council of New Brunswick much regret that Her Majesty's Principal Secretary of State for the Colonies should have determined on not submitting the Facility Bills of last Session, relating to the two Railways, for the confirmation of Her Majesty in Council, because the Act incorporating the North American and European Railway Company does not contain some provisions deemed by Her Majesty's Government as essential for the protection of Imperial interests. These provisions, the Council cannot entertain the least doubt, will be made whenever the Legislature are again convened, an event which will in all probability take place at an earlier period than usual. The Facility Bills were introduced into the House of Assembly by the Local Government, as measures in which they considered the interests of the Province were deeply involved, and were carried almost by acclamation in both Houses.

"Under these circumstances, the Council feel, as a part of the Government, that they are seriously weakened by the action of the Imperial authorities, more particularly as no objection has been raised by them against the Facility Bills, but on the contrary, in all their provisions, they are sanctioned by Earl Grey's Despatch.

"The Council feel that no possible injury could arise by passing the Bills in question; but holding them in abeyance until amendments be made to the Act of Incorporation, must inevitably have a tendency to excite great dissatisfaction among a large portion at least of the people of this Province interested in the success of the European and North American Railway, inasmuch as no action, so far as raising subscriptions for Stock, can or will be had until the acquiescence of the Crown in the Facility Bills for that Railway be first had.

"The Council therefore humbly hope and trust that Earl Grey will feel himself authorized to waive all objections, and that he will submit the Bills for Her Majesty's gracious approval.

(Signed) R. L. HAZEN, J. A. STREET, J. R. PARTELOW, W. B. KINNEAR, G. S. HILL."

Thus it would be perceived that they had done their best in favor of the Facility Bill of last Session. At the time of the Minute he had just read was made, they thought the Legislature would have been called together at an early day, but the period for their meeting had been delayed in consequence of the election taking place in Nova Scotia, as it was useless for one Provincial Legislature to have met and deliberated on railway matters without the other; and thus the summer had passed away without a meeting.

The next important step he would notice was Messrs. Wilmot and Gray joining the Government. Before they took office they wished to understand fully the railway policy of the Government, as they were anxious for the construction of the European and North American line. A memorandum was hastily drawn up on the 1st of August, which he would read; and he would repeat that up to that time the Government had not the slightest doubt but the money would be advanced to build the European and North American line on the same terms as for the Trunk line from Halifax to Quebec. The memorandum ran thus:

"That the proposals made by the Secretary of State for the Colonies, as expressed in Mr. Hawes' letter under date of the 10th March last upon the subject of Railways in these Provinces, shall be accepted so full, so far as the amount necessary is concerned, and upon the proportions specified in Mr. Howe's Report to his Government on his return from the Delegation to Canada, or on terms not less favorable, and upon such better modification of the terms specified in Mr. Hawes' letter respecting the securities to be offered by the Province, as can be obtained, it being distinctly understood that the Government will not accept any proposals for building the Great Trunk Line, which shall not embrace in an equally favourable and explicit manner the European and North American Railway, the liability of the latter line being solely confined to the Province.

"It is also understood that the Government will urge upon the Imperial Government the propriety of obtaining Imperial aid, in addition to the guarantee, in consideration of the valuable land which will be conceded by New Brunswick along both lines for Emigration purposes, and of the great national importance of the undertaking."

This was put in writing as the railway policy of the country. If the northern line had been carried out, it would have opened a large quantity of settling lands. This Province, under her former pledge, gave a larger quantity of settling lands to the railway than the other Provinces, and the Government therefore considered that they had the right to ask the British Government for additional aid. This was Earl Grey's reply:

"With respect to the Memorandum of your Council, appended to your Despatch, it would be premature to enter upon the consideration of a proposal not yet submitted to me, but I think it right to observe, that Her Majesty's Government would not be prepared to recommend to Parliament to extend assistance to the projected Railways in British North America, further than was promised in my Despatch of the 14th March last."

Their honors would mark the plural "railways." It was premature for Earl Grey to reply more fully, as the elections had not taken place in Nova Scotia, but he would ask hon. members—as it had been asked in Nova Scotia—if this reply was a refusal to extend the aid of the British Government to the European and North American line, and, as such, ought to have been communicated to Nova Scotia? He contended that it bore on its face no such construction, nor did the Government put that construction upon it, but construed it the same as they had construed Mr. Hawes' letter of the 14th March. They thought His Lordship had reference to the address asking additional aid in favor of those railways. The Government had been censured for not putting another construction upon the Despatch, and for not communi-