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living in the western section of the Province would also be accommodated by this line, as a branch would leave it at some point in the valley of the St. John, and point directly to the American frontier, some twenty or thirty miles distant; and that branch would soon be made. Hoped, then, that every member of the Legislature from the north would join heart and hand in support of the present scheme. If they did so we should soon have railways, but not at the scheme and we shall have none.

He would next offer a few remarks in answer to the objection which had been urged, that the way should not be entrusted to the Government. Now let their honours recollect that the Legislature passed a Bill last year pledging the Province to take stock to the amount of £250,000 sterling in the European and North American line. Well, supposing the company had been and constructed that line; in choosing the Directors the Province would be in the majority, and the Company might do as they pleased, and the Province would be obliged to pay share of the expenses, although she would exercise no control over the proceedings. But the present scheme the road would be under the control of the Government, who would be obliged to lay all the accounts, and every information required, before the Legislature annually, and if they mismanaged the affairs the Legislature could turn them out by a vote of want of confidence, and put other men in their places. (Hear, hear.) It had been said it was unusual for the Government of a country to build or own railways. He admitted that it was unusual in America, but not in Europe. France, Belgium, Russia, and some of the smaller States owned hundreds of miles of railway, as public works, and other lines were in course of construction. In the United States he believed there was no railway owned by any of the State Governments, but offer them money to build railways at three and a half per cent, and they would soon have Government railways. (Hear, hear.) The magnificent offer had received placed us in such a position that no comparison could possibly be made. Never before was such an offer made in the world. (Hear, hear.) If any member from the north should oppose this measure, in what position would he stand?—a year they voted in favour of constructing miles of railway, and now, when another became inevitable, they would oppose it though it would not exceed 270 miles in length.

Next came to the cost of the proposed line. He did not like the policy of calculating upon a sum at first, and then, as the work progressed, find it insufficient. He thought it better to look every difficulty and expense fairly in the face before starting; he had therefore made his calculation at £6000 cur. per mile.—perhaps, was a high estimate; many were of opinion that the cost would not exceed £5000 per mile; but for the reason he had given he had calculated upon a high sum. In reference to the interest, Mr. Hincks had before been in London to negotiate for Canada, was of the opinion that in the present state of the money market the loan could be negotiated in London at three per cent.—adding the cost at £6000 per mile, and the interest at three and a half per cent., the liability of this Province would not exceed £56,000 cur. even assuming that the road would not cost more than the working expenses.

For their honours would please consider that we owned this railway the mails would be conveyed by it, and the present cost saved. He believed that a daily mail between this Province, Nova Scotia, and Canada would soon be established, and this would amount to from three to four thousand pounds annually. The railway would therefore save the amount. Again, when this line is completed the English mails to and from Canada will be conveyed, for which the British Government will be obliged to pay. The British Government at present pays the Americans £28,000 a year sterling for conveying those mails across the American territory. This sum would probably be saved to the Colonies as soon as the railway is established, and he calculated that the portion of the share of New Brunswick being the mails would be about £14,000 a year, say. Thus would the annual interest for the Province should be liable be reduced to below £10,000 a year. That was a sum which, he believed would never be felt, for every hope and confidence that the line would prove remunerative fail, and the whole would be required from the Provincial Treasury could not be a doubt but the railway would cause the influx of population, and the prosperity of the country to that extent that the £40,000 would be more than repaid by the increased revenue of the Province. (Hear, hear.)

What position did they occupy now?—had they already done to encourage the construction of those lines by the Imperial Government and private companies? They had done so in the Province to the amount of £20,000 a year for twenty years in favor of the northern line, guaranteeing the right of way; they had to take stock in the European and North

American line to the amount of £300,000 currency, the interest on which at six per cent.—for had the company gone on with the work that was the interest they would have been called on to pay—amounted to £18,000 a year; and they had guaranteed £6,000 a year in aid of the St. Andrews line, and taken £60,000 worth of stock in the same, the interest on which would be £3,600 a year more. Thus they stood pledged in favour of these undertakings to the amount of £47,600 a year, besides the interest on the capital required to purchase the right of way and stations on the northern route; and in addition to all this, they had granted to these lines between two and three millions of acres of the public lands. Let them add together the £200,000 a year guaranteed to the northern line, the interest on the capital required to purchase the right of way and stations, and the £18,000 a year interest on the stock to be taken in the European and North American line, and it formed a total exceeding £40,000 per annum. Thus the present proposal, if adopted, would effect an actual saving over what the Province already stood pledged to, and they would get back a large proportion of the public lands they had given away. (Hear, hear.) But "Oh!" exclaimed some hon. member, "there's the sinking fund! You have forgotten the sinking fund!" He would inform their honours what had been agreed upon in reference to the sinking fund. They intended to make no provision whatever for a sinking fund during the first ten years the road would be in operation; unless there should be a surplus after paying the interest; in that case the surplus would be applied as a sinking fund.

It was contemplated that it would take five years to make the road, for they did not like the policy of proceeding too rapidly. If they proceeded very rapidly there must be a great number of workmen imported, and that would materially effect the interests of the people of the Province, whom it was advisable to employ as much as possible. It was proposed to commence the line in several places at once, in such sections as had been surveyed, say from St. John to the Bend, Bay Verte to Shediac, and other places where they knew it would run, and thus proceed with the work in those places, while other portions of the line were being surveyed. Thus they would not be called on to pay much interest until some portions of the road were working, and it might be some consolation to those who anticipated ruin, to know that the Province will not be ruined immediately.

He would say a few words more in reference to the cost. The Hon. Mr. Young, one of the Canadian delegation, was a practical man, possessing much information respecting railways, not by theory but from experience. In fact, he was, probably, better informed as to the cost of railways than any other man in North America, and he considered the sum of £6000 currency per mile an ample provision for the construction of this line. Then we have the experience of the St. Andrews line. It was all under contract, and the actual cost of the line would not exceed £4,000 per mile; and it was his (hon. Mr. Chandler's) opinion that the cost of that line would not exceed £3,500 a mile. Hon. members must consider that great facilities now exist for making railroads, and that a great change in that respect had been made during a few years past; and that in consequence the work could be done cheaper, and the engineering difficulties overcome at less expense. He held in his hand a copy of a letter addressed to the Hon. Joseph Howe, by a gentleman belonging to a very respectable firm in Glasgow, from which he would read a few extracts. (The hon. gentleman then read from the letter in substance as follows: that the writer recommended the Provincial authorities to procure the chairs and rails for the line, and have them landed at the nearest ports; then to let all the rest of the work out by contract, including the conveying of the chairs and rails to the places where they would be required; he also recommended that the road be let to competitors in lots not exceeding thirty or forty miles, as there would be greater competition in consequence; he considered £5,000 sterling per mile as quite sufficient, and intimated that he should compete for the construction of a part or the whole of the road at that rate.) He considered this letter contained valuable advice and information, and it showed that there would be great competition for the construction of the road.—(The hon. gentleman next read certain extracts from the Railway Times, an American paper, showing the immense benefits derived from railways by the farmers in the Western States, and asserting notwithstanding the doubts and prophecies there had been expressed, as to the failure of this or that line, there was not a single railway of any magnitude throughout the United States, but was affording a fair dividend.) He (Hon. Mr. Chandler) considered this a most important fact, and could not conceive why the same results might not be looked for in those Provinces.

Not long since he was conversing with an intelligent American, and he (Hon. Mr. Chandler) expressed his regret that we had not the large travel between city and city to look forward to as the Americans experienced. "Why," said the American, "you have a city between

which and St. John there must be a vast deal of intercourse." He (Hon. Mr. Chandler) did not understand him until he explained. "You have," he continued, "the fishery in the Gulf, which is equal to a city of 500,000 inhabitants. No less than 800 American vessels are employed in that fishery, and do you think they would go around Nova Scotia with their cargoes if there was a railway from Shediac to St. John? No, they would send their fish down by that Railroad. Then there is the Island of Prince Edward, which is equal to another city. The people of that Island would carry on an extensive traffic with St. John." And this he (Hon. Mr. Chandler) believed would be the case, and that were this railway made, the Gulf Shore would become one vast fishing station. And he would say to the northern country—and he said it in all sincerity—that he believed if this railway was built, they would very soon have a branch, as theirs was one of the best sections of the Province; and he further believed that they would then carry on a more extensive trade with the United States than any other section of this Province.

There had been something said about taxing the people in aid of this railway. The Government did not anticipate that fresh imposts would be required, but believed that the revenue arising from the present duties, with an increasing population, would be sufficient to meet all liabilities; but at all events there would be no direct taxation. If it should be found necessary to levy additional duties on luxuries, they would fall on those best able to bear them.—No man was compelled to purchase a broad cloth coat. But the railway would doubtless double the population of the country in a few years, when of course the revenue would be double also; so that no one need be alarmed.

It had also been said that the British Government preferred the northern route, and would not advance the money for this; but he had good reasons for believing there would be no difficulty in the matter. One of the objects the British Ministry had in view was to have the use of the road for military purposes, another great object they had in view was to unite the colonies.—This Province had not much influence in London, but Canada had great influence there and would exert it to the utmost in favour of this route. Mr. Hincks was well known in London, and probably he would proceed there to take charge of the measure should the three colonies agree. If the Colonial Legislatures passed the Bills he believed a fortnight would not elapse before a member of the Canadian Government would be on his way to England to press the acceptance of the Bills by the British Ministry, and to negotiate the loan, and this would be done without any trouble to New Brunswick, and without a farthing of expense.

Much had been said about the London association, and their propositions; but what did they propose? In addition to the £90,000 a year, £30,000 sterling of which this Province would have to pay—£30,000 sterling their honours would please recollect, which at the present rate of exchange is equal to £37,000 currency—and in addition to the right of way and the stations, and four millions of acres of public lands from this Province, and he knew not how many acres from the other Provinces,—in addition to all these demands, their project was based upon the supposition that the British Government would advance half of the money required to build the railway. He considered the whole thing too absurd to be thought of for a moment.

Mr. Hincks, the leader of the Canadian Government, had been consulted in reference to these proposals, and his reply was that they could not be entertained for a moment. So that, were this Province even disposed to accept of these proposals, they could not do so. The Government had been requested to wait for the mail, and see what new proposition might come.

They had waited, and waited again, the mails came, but still they had nothing more tangible before them than these proposals; why, then, wait any longer? There were men in Nova Scotia, so bitterly opposed to Mr. Howe as a politician, that he (Hon. Mr. C) believed they would sacrifice their country to cross his purposes.—Perhaps there were men of the same kind in this Province, for he had seen much prejudice and party spirit manifested during the past year by a portion of the Provincial press. The Government had been vilified, and their motives misconstrued. Those men might oppose the present scheme. He also believed it would be opposed by the annexationists, as it did not suit their views; they knew that were this railroad once constructed there would be no further talk about annexation, for even the discussion of the measure had nearly given annexation its quietus both in Canada and New Brunswick. (Hear, hear.) But notwithstanding the opposition of those parties, and the opposition of those who would oppose the scheme because they do not think it should be a Provincial measure, he believed there existed still in the minds of the great majority of the members of the Legislature a spirit of patriotism that would induce them to give it their support. (Hear, hear.) He believed that they would say "this is too great and too important a measure, and too beneficial to our country, to be thrown overboard out of party feeling." (Hear, hear.)

He had spoken to considerable length, and

had been listened to with great patience for which he thanked their Honours; and now he would conclude after one or two brief remarks. He had taken an active part in this affair, but he had done so to serve his country, and not for any personal advantages. He had nothing personal to gain by it, beyond participating in the general benefit. He was no seeker after office; office had long since lost its charms for him; and if he could be instrumental in procuring this railway to be built, he would be content to retire from the Government and from public life.

He could not close without again referring to the Hon. Mr. Howe, and to repeat his opinion that no Colonist could peruse those magnificent letters addressed by him when in England to Earl Grey on the subject of colonial interests, without a feeling of pride and gratification; and whatever may be the issue of the final proceeding; that he (Mr. Howe) had performed a noble duty to British America.

He would now trespass upon their patience no longer. There was no motion before the House; what he had said being merely an exposition. He hoped the measure would be properly considered in the other branch, where the Bill must originate, and which he understood would be soon laid before them.

(The hon. gentleman was listened to throughout with the greatest attention, by nearly every member of the two branches of the Legislature, and a large concourse of spectators, and concluded amidst an enthusiastic burst of applause from all parts of the Council Chamber.)

By Telegraph to the Sentinel News Room.

FREDERICTON, Monday, Feb. 16, 1852.

There was great attraction to-day in the Legislative Council, to hear the Hon. Mr. Chandler expound the views of the Colonial Governments on the Railway from Halifax to Quebec. His speech occupied two hours and a half, and he went fully into the whole question, from the commencement of the negotiations to the present time. He said that the government would bring down a Bill in favor of the scheme, and stake their political existence upon it; and stated that the people would have the whole truth placed before them, so as not to be misled by those who were actuated by party spirit or mere personal feelings—that if he could be instrumental in carrying out this measure, he would then be content to retire to private life. The hon. gentleman showed plainly that no choice was left as to the system to be adopted, or as to the route; but the question was Railway or no Railway. He also showed that the amount now pledged by the Provincial Government to aid private Companies to build two roads, would exceed the whole cost which would be required if the Government build and own them! The speech of the hon. gentleman excited great sensation. The Council Chamber was crowded, all the members of the Lower House being present, as well as Lady Head and Suite, the public officers, and other persons of distinction.

At the conclusion of the speech, the Hon. Mr. Chandler received the applause of the members and the audience.

The House afterwards went into committee of Supply, but nothing of importance occurred. The Railway is all the talk, and no doubt it will be carried.

Tuesday, Feb. 17.—The Bill to prevent the traffic in intoxicating drinks was committed to-day. Great excitement, and the lobbies and galleries were crowded,—not less than two or three hundred ladies present in the new gallery and lobby. Scoullar opened the debate. Prosy Needham seconded it, and made some good hits, and told many truths, but intermixed with much trash. His acting was equal to that in Tammany Hall. Johnston followed, and although a Son of Temperance was opposed to the Bill for two reasons: 1st, as a Member of the House he would not advocate any measure unless a majority of his constituents wished for it,—then he would advocate or resign; 2nd, he believed that anything like coercion would retard the action of moral suasion. He thought the present discussion would retard the action of society ten years. Dr. Thompson in the chair of the committee. Progress reported.

Wednesday, Feb. 18.—The Liquor Bill was discussed again to-day. The speakers in favor of it were Hatheway and Gilbert. Against it, Barabie, Williston, and Gray. An amendment was introduced by Fitzgerald, that no liquor be imported, but stock in hand allowed to be sold. Taylor seconded the amendment.—There was great fever among the ladies when Gray read the Blue Laws of Connecticut. The fate of the bill in the House is still uncertain. Progress reported. The Government will test the House on the Railway question by a series of resolutions already prepared, and to be presented to-day by the Attorney General to-morrow.

Our daily despatches from Fredericton have been duly received at the Reading-room, but we have no space for them in this number. The Bill to prevent the traffic in intoxicating liquors has been twice under discussion in the House, and an attempt to throw it out was defeated by a vote of 24 to 13. It will doubtless become a