

nocept, but laudable and profitable—which holds out the inducement of large profit for a small expenditure; and in addition to individual advantage, promises to increase the wealth and comfort of our country.

This paper has already outgrown my expectation and intention, but I am not sensible that I have swelled it with fanciful speculations or theories, unsupported by experiment and fact. My aim has been to make myself intelligible, and in the plainest form of speech to convey the most useful information on a subject in which I have long been interested, and on the proper understanding and treatment of which I attach great importance in the future fortunes of New Brunswick.

If my Essay should appear tedious, I can only say that I did not wish it to be so, and that, to the best of my ability, I have attempted to condense all that is essential to a proper understanding of the subject in the fewest words.

If this paper should be so fortunate as to be thought worthy of the public eye, I solicit for it a fair and friendly consideration, in the hope that it may be found serviceable to some—in the assurance that it cannot be injurious to any.

Further experiment, greater skill, more learning, and a wider field for observation, may enable others to suggest better modes of treatment; but I am convinced no practice, or learning, or observation, can establish that practice to be bad which is recommended to myself, and by me to others, on the guarantee of personal and long-tried experiment.

HOUSE OF ASSEMBLY.

From the Fredericton Head Quarters.

After the Address of the House, in answer to the Speech, had been agreed to—the Provincial Secretary obtained leave and brought in a Bill to amend the Act relating to passengers from Europe, which was read a first time.

After the introduction of the new members, Messrs. Kerr, Jordan and Smith, to the Speaker and their seats, and the appointment of the usual Committee of privileges, the House adjourned.

On Friday the address passed as submitted without debate or division, and was ordered to be presented by the whole House.

The Attorney General then on leave introduced his two Bills, viz:—

“A Bill in addition to, and in further amendment of the Act to incorporate the European and North American Railway Company,” and “A Bill to repeal certain Acts of Assembly for facilitating the construction of the European and North American Railway, and to make other provisions for the construction of the same with branches and extensions.”

These bills were severally read a first time, and with the contract between Messrs. Jackson and associates, and the E. & N. Company, were ordered to be printed for the information of the Legislature.

On Saturday the Emigration Bill and the Railway Bills were severally read a second time, and on the motion of the Attorney General the two latter were committed and read from the Chair, *pro forma*, and ordered for discussion on Monday.

Mr. Needham gave notice of his intention to move an address to His Excellency, on the subject of the action and correspondence of the Provincial Executive with the Imperial Government on the subject of Colonial Fisheries.

On Monday, at noon, the great question was launched for discussion. The Executive had been in anxious session during the early morning, and were evidently influenced by the patriotic and politic desire to modify their measure in every possible way consistent with the integrity of their contract with Messrs. Jackson & Co., to accommodate as many Provincial interests as could possibly be embraced in the advantages of the great enterprise.

A call of the House filled the seats of members, and an intelligent and evidently deeply interested audience occupied the galleries. It was a moment of cardinal importance in the future history of New Brunswick, one that must mark no uneventful epoch in her annals, when the Attorney General rose to address the House, which he did substantially as follows:—

The great subject which it now becomes my duty to present to this Legislature is one which every individual who by birth or adoption claims New Brunswick as his country, must feel a powerful interest. I mean, sir, the great enterprise in its immediate and prospective consequences, not the comparatively unimportant details of the amending Bill before you. I propose to make a frank and full exposition of our scheme, but I do not propose to open the general subject and advantages of Railway communications, these have already been sufficiently discussed and acknowledged. Successive Legislatures have admitted them to be desirable and necessary to elevate us as a people to the level of the age. It is unnecessary at this time that I attempt to enforce these familiar truths by fact or argument, or illustration. Since 1846 the country has been calling on the Legislature for a Railroad. The subject has commanded the attention of every session, but as yet the only practical result is supplied by the indomitable energy of the parties concerned in the St. Andrews and Quebec Railway, who have push-

ed and are pushing this enterprise with spirit and success.

Last year it was expected that Imperial assistance would enable us to unite in a Railway connection the three Provinces of Canada, Nova Scotia and New Brunswick, we legislated in this view, relying on the probability of aid from the British Government, from what we understood to be its pledge. This plan seemed at that time the only feasible one that was attainable by the Government of this Province. It occasioned much excitement, it received much opposition here, but we had to bear all this or refuse our consent in the only scheme that could obtain the sanction of the other colonies. The result is familiar to every body. The Home Government, notwithstanding all the exertions of the Colonial delegates, declined to afford us the required assistance.

When his mission to the Imperial Government failed, our delegate did not lose hope, but turned his attention to treat with private capitalists for the construction of New Brunswick Railways, for our own advantage, and on the credit of our own resources. The situation of our delegate at this time was in the last degree embarrassing—the responsibility he assumed was very great, but he assumed it manfully, because of his great interest in the prosperity of New Brunswick.

He negotiated with the most respectable and influential Railway contractors in Great Britain, for the erection of the European and North American line within New Brunswick, and for a Branch to connect the north-eastern with the southern portion of the Province. It was a part of his agreement that these contractors should send out Surveyors and Engineers to obtain and afford all necessary information of distances and cost, and if on the receipt of these the scheme should obtain the sanction of our Provincial Legislature, the agreement should be completed, if not, the expense of surveys and estimates were to be borne by the Province and the enterprise abandoned.

On the return of Mr. Chandler our first doubt was whether we should call the Legislature together at once or take the responsibility of incurring the expense of surveys, &c. in the first instance, and then meet the Legislature with full information. The latter course was determined on—the survey has been partially completed. Mr. Jackson himself visited the Province, traversed it from the Canadian to the Nova Scotia line. He also passed through the other Provinces, satisfied himself by personal inspection of the capabilities of these countries to sustain Railway enterprises and expenditures. He formed very high and favorable opinions of the resources of these colonies, and will now be enabled to speak with the confidence which no second-hand information could supply and great advantage may be expected to result to all these colonies from the flattering report of such a man on their vast natural advantages.

The surveys having been perfected between Shediac and St. John, Mr. Jackson was prepared to make specific estimates and contracts for this section of the work. He made such estimates, and they are embodied in the contract now before this House. It will be perceived that so far as it was possible the Government and Company have contracted for the road from Shediac, and the Nova Scotia line to the American frontier, and for an extension to Miramichi. The agreement is specific as to price from Shediac to St. John, and the estimates are to be governed by the same scale and proportion for the western line and the extensions.

To carry out this contract certain alterations became necessary in the Act to incorporate the E. & N. A. Railway Company, and these alterations are intended to be effected by the Bill now before you. It is now for the Legislature to determine the important question: shall these arrangements be carried out? Is it for the real interest of New Brunswick that they should be? I flatter myself, Mr. Chairman, that every honorable member will regard this great subject with a view to the advantages which are likely to flow from it to the Province at large. [Hear, hear.] If these Provincial interests in the agreement are not to be benefited by it, the Government that suggests the enterprise, the Legislature that sanctions it, must suffer together from the public opinion that will follow. Our interests, whether as members of the Government or Legislature, are identical with the interests of our country, we cannot improve or injure the one without a corresponding benefit or injury to the other.

It is a gratifying circumstance in entering upon this gigantic undertaking, that the outside possible liability of the Province is ascertained and limited. In no event can the stock liability of the Province exceed £250,000,—this is the extent of our stock liability if the line be built from Miramichi to Shediac, to Nova Scotia, to St. John, to the American frontier, and to Fredericton. The Provincial advance in loan and stock is carefully limited to £3000 per mile, and the loan is so abundantly and admirably secured that it cannot possibly lead to loss.

In the United States where real estate was reduced to a merely nominal value, Railway enterprises have rapidly improved their values, led to a large increase of trade and given new

life to mechanical and agricultural industry. There is no earthly reason why the same cause should not produce the same effects for us. And we are at any rate and in the worst event safe in the experiment, for the property in the road must in the most unfortunate occurrence be worth more than the amount we are required to advance.

A leading object of the Government has been to make every available portion of the Province participate in the advantages of this great undertaking, to open up the great north-eastern counties, give access to Halifax on the one hand, and the United States on the other, and by whatever line shall be adopted west of St. John to give a connection with Fredericton and the waters of the St. John River. We cannot build a Railroad to every man's door, but it has been our sincere desire to accommodate all the more important localities and interests of the Province.

An evidence of this desire on our part for the general good, will be found in the proposed repeal of the Facilities Bills, and reinvesting in the Province those immense tracts of public lands, which by those bills would be conveyed to the Company, and which would necessarily have clothed them with immense territorial power, and deprived the Province of the incalculable advantage which must result from their employment for the purposes of revenue and in encouragement of immigration.

[The Attorney General then furnished some very interesting and valuable statistics, ascertained and estimated, of distances, costs, &c., showing that the entire Railway scheme proposed, of trunk and branches would cover 370 miles, and at £6,500 per mile, cost in gross the sum of £2,405,000. From present information it was probable the extension from Shediac to Miramichi would cost less than £6,500 per mile, but taking this amount as the cost throughout, the Provincial liability will be for the whole road, £250,000 in stock, and £860,000 in loan, or in the gross £1,110,000. Mr. Morton, the American engineer, estimated the cost of the European and North American road at \$27,922 per mile, but this was for a road in every respect inferior to the one we are to receive under our contract, and by railway statistics from sources of unquestionable authority, the Attorney General proved that the average cost of roads in Massachusetts, Maine, New Hampshire, Vermont, Connecticut, Rhode Island, and New York, was greater than the sum named for ours, while their quality would in no respect compare with it.] The Attorney General then proceeded:—

Aid from the public treasures has been granted to these great undertakings in many of the States, and in some, to very large amounts. In new countries these vast enterprises cannot be prosecuted without such assistance, though in old and wealthy countries like Great Britain, where private capital abounds and seeks investment, such assistance is unnecessary. In our case the amount of public assistance is not unreasonable when we compare it with the extent and value of the undertaking, the liability assumed by the contractors and the Company, and the securities which are furnished to the Province. There is no possibility of speculation or fraud upon the public funds or credit. It is only from time to time after full assurance has been given that the work is sufficiently advanced that the Provincial stock is to be subscribed for, and the loans effected; and in addition to the covenant, we have the high security supplied in the character of the contractors. Gentlemen of credit and reputation over all the world, some of them members of the Imperial Parliament, and all of them possessing great influence among the people of Great Britain.

Mr. Chairman, I regard this enterprise as full of important and beneficial consequences to the future interests of New Brunswick. In this belief, I have given it my most cordial approbation and support. My hon. colleagues in the Government, animated by the same conviction, have been moved to the same cordial recommendation of the scheme. We now appeal, sir, to this Legislature to assist and enable us to procure this great advantage for our common country. Confiding, as we do, in their deep anxiety to promote the best interests of New Brunswick, we ask for their assistance in that Legislative sanction which is the only thing now wanting to secure these vast expenditures, and the completion of this magnificent undertaking. Then our lands will rise in value—trade will prosper—industry be encouraged—agriculture increase and improve—emigration cease—immigration, attracted by the outlay of capital and the abundance of labor, our fertile soils and healthy climate, will flow in upon us and our Province everywhere, and in all its interests be prosperous and happy. Now we are behind the age—our great resources lie idle and undeveloped: we require something to quicken our industry and animate our hope: all these inducements will grow from this great experiment—these great and good results will certainly flow from it. I now move, sir, that the Bill be read section by section.

The first and second sections of the Bill then passed without debate or discussion.

In the third section the Government proposed the omission of the clause which regulates the respective number of Directors to be chosen by

the Government and Company, by the amount of stock held by each respectively from time to time. In reading this section from the chair, this clause in the printed copy was omitted.

Mr. Harding moved in amendment to this section, that no member of the Legislature, not being in the Government, shall be eligible as a Director.

This amendment was sustained, generally, by the Government and the House. The Hon. J. H. Gray, and Messrs. Taylor and Robinson, being the only members decidedly opposed to it. They objected that it would deprive the country of valuable services, and that the confidence of a constituency should constitute no ground of exclusion.

Neither the Attorney General nor Provincial Secretary opposed it, and the Surveyor General adopted as of equal value to the Government, the Legislature and the country.

Mr. Hanington supported it, urging that the principle of the amendment was fully discussed and deliberately sanctioned by the voice of the House and the consent of the Government. Last year Mr. H. considered that this principle was regarded by the people as essential to the independence of the House, and should himself be glad if no member of the Government or Legislature were in the directory. On the general scheme Mr. H. expressed himself very favorable to the course pursued by the Government, and congratulated the country that we were now about to get something infinitely more useful to us than the railway we desired last winter. He thanked Earl Derby for the refusal which had driven us to do better for ourselves than we asked him to assist in doing for us.

Mr. Needham supported the amendment on similar grounds, as did Mr. Smith and the Hon. Col. Hayward, and it was carried without division.

Mr. Cutler objected to the omission noticed above in this section, treated the Company as having only a nominal existence, and as being invested by the Bill as it now stood with a power disproportioned to its pecuniary interest.

The Provincial Secretary said the omission was necessary to make the Bill harmonize with the original agreement made between Mr. Chandler and Mr. Jackson, in England, and the contract based on that agreement here, and treated the idea of a system shifting with every alteration in the proportions of stock as utterly impracticable.

Hon. J. H. Gray supported these views, stated that the restoration of the clause might seriously endanger, and at any rate must postpone the whole settlement. He regarded the Provincial interests as fully secured by other provisions.

Mr. Harding reminded Mr. Cutler that the Government influence in the directory was much greater than in the original Act, though we now withheld the lands.

The section then passed with Mr. Harding's amendment adopted by the Government, and with the omission suggested.

The 4th, 5th, 6th, 7th and 8th sections then passed without a debate.

The 9th section, relating to the appointment of Police Magistrates and a Stipendary Constable to exercise jurisdiction throughout any of the Counties within which the line shall pass, was opposed by Mr. Cutler, on the ground that it would invest these Magistrates with a dangerous power, entail great expense, raise an immense army of constables, and give undue influence and patronage to the Government.

Mr. Johnson supported these objections, and urged that the section conferred unlimited powers—to unlimited numbers—with universal jurisdiction—that the exercise of these powers would clash with the County Magistracy, and vest in the Special Justices a power greater and more irresponsible than is held by Judges of the Supreme Court. He moved, in amendment, the appointment of one Police Magistrate for each county.

The House rejected the amendment and sustained the section. The remaining sections then passed without further division.

There are several speeches on the general question which we would willingly extend and publish if our space permitted, but we cannot possibly find room for them this week, at least without so condensing them as would be unfair to their merits.

TUESDAY, October 26.—The Bill to repeal the Facilities Bills was committed this morning—Mr. Barberie in the chair. Much talk, covering a very extensive field, is noted in our minutes, but of course cannot be reported in the present issue. Some progress has been made, and we suspect most of the talk expended—the indications are demonstrative that the Government scheme will be sustained by the lower House. We shall tell all next week, if possible.

At half-past two, p. m., this day, Mr. Barberie reported the new Facilities Bill as agreed to, with the following division, which was the only one formally taken:—*Nays*,—Messrs. English, Beardsley, Gilbert, Earle, Hatheway, Pickard, and Rice. *Yeas*,—All the rest of the House. The report was accepted and the Bill ordered to be engrossed.

The Bill to amend the Act of Incorporation passed the Legislative Council this day, without amendment or division.