

System as might be adopted. He had no doubt but the Report of the Commissioners, now before the House, would be found valuable to the Government in preparing an Educational measure; and that the Hon. Member (Mr. Gray) could give them much valuable information in addition thereto. He thought the Members of the Legislature should lay aside all political or party feeling when they approached the subject, and endeavor to frame and carry out such a measure as would prove a blessing to future generations. (Hear, hear.) He considered it the duty of the Government of the day to frame a measure and submit it to the House; and he believed that any measure that might be found would prove defective unless it established the principle of direct taxation for schools, and made it imperative. He would not tax the people heavily at first; let one third of the cost of supporting the Parish Schools be raised by a tax on property, and the other two thirds be paid from the Provincial Treasury; and thus every child in the Province would have the means of education provided for him. The Canadian Government had established a Marine School at Quebec, where young men were taught the science of navigation, to fit them for the command of merchant ships; and he thought that whenever the School System might be devised, a School on the same principle ought to be established in the City of St. John, where there was so much shipping, and so many persons engaged in a seafaring life; the benefits to be derived from an institution of that nature would be very great. Whatever might be done, it was perfectly useless to attempt to sustain the present King's College in Fredericton. The Commissioners had condemned it in language most unequivocal in their Report now before the House. (Hear, hear.) He had prepared a Resolution which he intended to move as an amendment to that moved by the Hon. Member from St. John. He considered it so worded that it would produce the desired effect if passed, which he hoped would be the case. He took it for granted that no measure in reference to Education would pass the House this Session. Then let them pass his amendment, and let it go to the people, and Hon. Members would ascertain the state of public opinion before they met again; and in the mean time they would save £1,100 to the Province, which otherwise would perhaps be drawn; and if it was drawn it would be squandered away. His amendment contained an extract from the Report of the Commissioners, in which they acknowledged that King's College is not constituted to give effect to the system they propose. About £2,600 a year was squandered in educating from ten to fifteen students, sons of rich men! Yes, rich men's sons were educated there at a cost to the Province of £200 each; while for the education of a poor man's child, the Province paid but a very small and paltry sum—about 10 or 12 shillings. He now asked the House to lay their hands upon this money, which was annually wasted in so shameful a manner, and to do justice to the poor, and persons of moderate means.

The Hon. Member concluded by moving the following resolution as an amendment.

Whereas by the Acts 9th and 10th, George the Fourth, Chapter 29, and Chapter 3 of the Revised Statutes, it is enacted that it be granted to the Chancellor, President and Scholars of King's College, Fredericton, in the Province of New Brunswick, and their successors, for the endowment of King's College, and also for the establishment and support of the Collegiate School, the yearly sum of £1,100, to be paid from the Treasury of the Province by Warrant of the Lieutenant Governor or Commander-in-Chief of the Province for the time being, by and with the consent of His Majesty's Council; And further, on the 1st of May, 1854, it was enacted "That His Excellency the Lieutenant Governor in Council be and he is hereby authorised and required to appoint a Commission consisting of not more than five persons, to enquire into the present state of King's College, its management and utility, with the view of improving the same, and rendering that Institution more generally useful, and of suggesting the best mode of effecting that desirable object; and should such a Commission deem a suspension of the present Charter desirable, then to suggest the best mode of applying its endowment in the mean time for the Educational purposes of the Province, and to make report of their doings to His Excellency the Lieut. Governor, to be laid before both branches of the Legislature within twenty days after the opening of the next Session." That under the authority of the preceding Act a Commission was appointed, who by virtue of such Commission made a Report, of which the following is an extract (See page 9 of printed Report):

"In proceeding to the second part of the enquiry, as to whether King's College as now construct-

ed is adapted to give effect to the system of instruction which we have explained and recommended, as adapted to meet the circumstances and promote the best interests of New Brunswick, the Commissioners soon became satisfied, from the documents and information laid before them, and from personal inquiries, that King's College is not constituted to give effect to such system. It is needless, and can accomplish no useful object for the Commissioners to state the grounds on which they have arrived at this conclusion. It is sufficient to say that the Province has advanced, its circumstances have materially changed, and its higher educational wants have greatly multiplied since the establishment of King's College."

Therefore Resolved, in the opinion of this House, that the sum of £1,100 referred to, now annually drawn from the Public Treasury of this Province, by the Chancellor, President and scholars of King's College, is out of proportion to the benefits derived, and this House is of opinion that the Executive Council ought not to consent to any further allowance being drawn from the Treasury of this Province under the preceding Act referred to, until authority shall be had therefor by an Act of the Legislature. And further, that a copy of this resolution be transmitted to His Excellency the Lieutenant Governor."

The Carleton Sentinel.

SATURDAY, APRIL 7, 1855.

RAILROADS.

This is a subject to which the people of this Province have as yet paid but little attention, but it is one in which ere long they will be deeply interested. Wherever Railroads have been introduced and properly managed, they have never failed to exercise a happy influence on the prosperity of the country. The facilities they afford for transport—the impetus they give to commerce—and the assistance they yield in developing the resources of a country, render it necessary that New Brunswick, if she would keep pace with other countries, must not only encourage the erection of such means of transit, but must by judicious legislation induce public and private enterprise to engage in the promotion of every available means to advance her interests, and secure a practical benefit from the various sources of wealth which nature has so lavishly bestowed upon her. We need scarcely refer to her extensive forests—to her millions of acres of uncultivated land—to her excellent soil—to her inexhaustible sources of mineral wealth which are yearly being brought to light. These have been frequently laid before the public, but it requires the application of Railroads to make them practically beneficial.

We select the following from the *State of Maine*, an excellent paper published in the City of Portland, to show the immediate benefit derivable from the introduction of Railroads:—

"THE EFFECT OF THE RAILWAY.—Three years ago, what is now known as Island Pond, in the township of Brighton, Vermont, had only a solitary log house, and a large growth of timber stood on the site of the present depot. Two years since, or in February, 1859, the railway reached this spot for the first time. Eighteen months ago it was connected by railway with Portland and Montreal. It has now over a hundred voters. In addition to its spacious depot, engine house, &c., belonging to the Railway Company, it has two large first class hotels, several houses, stores, shops, &c., and has become the depot of a large trade with northern Vermont. The Island Pond Steam Mill Company has now two large engines at work cutting lumber. It is now the principal station on the line of the Grand Trunk Railway. The exports to Canada in 1854, which passed the Custom House at this place, were \$2,219,575 09; and the imports from Canada were \$327,517 88, making a total of \$2,947,092 97 as its foreign commerce last year. In February, 1854, the exports at Island Pond were \$54,023 19. In February, 1855, they reached \$128,598 60, showing an increase of \$74,575 43 over the same month in 1854."

We have directed attention to this subject from a perusal of the following communication, which we find in the *St. John Morning News*. The completion of the St. Andrews and Quebec Railway to Woodstock will be productive of vast benefit, not only to this village, but to the Counties of Carleton and Victoria. It will give an impetus to trade and agriculture that will soon be sensibly felt. Manufactures will be put in operation that were scarcely dreamt of in this community. Facilities for the application of steam or water power are all that can be desired; and we have not the least doubt that ere the lapse of ten years Woodstock will be the centre of a large and flourishing trade. The good people of St. John seem to be aware of the increasing importance of the upper St. John, and are evidently getting afraid that the trade of this section will be diverted from themselves; hence

they begin to see the necessity of putting that city in Railway connection with the valley of the St. John. Had the commercial intelligence and mercantile influence of that city been properly directed to that subject, and had they lent it that assistance which their position enabled them to yield, we might have had a Railway in full operation from that city to the Grand Falls at least, if not rapidly approaching towards a completion to the City of Quebec. But no, their predilection for oysters—their fancied idea that the trade of these Counties could not be diverted from the usual channel—their confident belief that the line from St. Andrews would prove a failure, lulled them into a careless security; and hence they started for Shediac, to revel in all the luxuries of a "glorious" dish of bivalves. But when will they get there, and when will it pay? Aye, there's the rub! They will soon be roused from their dream; and the writer of the communication found below very properly enquires—"Will our city not awake up to the fact so evident, that the moment the St. Andrews and Woodstock line is finished, away goes all our Woodstock and up country trade to Calais and St. Andrews."

That the completion of the St. Andrews line to Woodstock will draw away much of the trade of this section of the Province from that city cannot be doubted; but it remains with the people of our commercial emporium whether it will prevail to a very great extent or not. It is well known that St. John influence is all powerful in the House of Assembly. Let that influence be exerted as suggested by "A Citizen." Let steps be taken at once to connect St. John with the St. Andrews line of Railway, and any injurious effect that might result to their trade from the completion of that line to Woodstock, would be in a measure obviated. They could then be in a position to secure a share—perhaps the whole of the traffic of the upper St. John; but it must be on a different principle from the present monopoly, as well as that which has prevailed in past years. Woodstock, it is true, would then have a choice of markets; but St. John, with her commercial importance—her independent merchants—her favorable position for trade, can compete; and that most successfully, with either Calais or St. Andrews, "for the up country trade," which will most assuredly pass away from her unless she pursue a different—a more liberal—and a more enlightened policy than that which has hitherto characterized her trade with the upper sections of the St. John.

The following is the communication alluded to:

RAILROADS.

MR. EDITOR.—I am happy to notice in your paper some time past your advocacy of a line of Railway from St. John by the valley of our noble river, to connect Woodstock, and ultimately the Grand Falls and Quebec.

The line I should propose is from Spruce Lake to the South of the Nepesis Valley, between the head waters of the Lepro and Musquash—and the South Branch of the Oromocto Lake Lands—and thence intersecting the St. Andrews and Quebec Railroad, near the North West Branch of the Digdeguash River, 35 miles from St. Andrews, and 45 miles from Woodstock—15 miles from the crossing of the St. Andrews Road to Calais—the distance from Spruce Lake is, by estimation, to the St. Andrews Line, 45 miles; from Spruce Lake to St. John 7 miles—hence we will have a Railway by making 67 miles to Calais, which will put our City in connection with Woodstock, Canada, Calais, the United States, and St. Andrews—this Line intersects the St. Andrews and Woodstock Line, passes through superior land for farmers, and abundance of our finest timber; and no one knows better of these lands than our respected and venerable citizen, Moses Vernon, Esq. Objection may be advanced that this line goes through an entire wilderness—country—this theory is exploded that none but towns and settled country can support Railroads. It is now a well settled point in all the Canadas and the United States, that Railways pay best through timber and wood lands; see the importation in even cord-wood to our City. It may be brought in by Railway to our houses at the highest, four dollars per cord—when this winter the price has been ten dollars.

Will our City not awake up to the fact so evident that the moment the St. Andrews and Woodstock Line is finished, away goes all our Woodstock and up country trade to Calais and St. Andrews.

How shall we get money to build this Line of Railway? Let it be a Government work entirely the same as in Nova Scotia; issue Province Debenture Bonds, as we know the St. Andrews and Quebec Railroad Bonds sold at 10 per cent, premium, for the whole. Do not depend on extravagant England for her money or her rowdy navvies;

appoint a Government Commission—contract for the Line in ten mile contracts to individuals—employ New Brunswick Engineers, as the extravagance of English Engineers is proverbial. If ever this line is to be built, now is the day and now the hour. Iron, labour, hay, horses, and all materials are half their usual price.

And now that we have a liberal Government the best that New Brunswick ever had, and the shining ability of our worthy townsman, the Provincial Secretary, moving with grace and wisdom in all his steps—let us wake up and do something for the salvation of our City, and redeem our lost character.

A CITIZEN.

P. S. It should be known a line of Railway is now in progress from Bangor to Houlton, thirty miles are finished, and great exertions making to reach Houlton, as they declare with the avowed purpose of tapping the River St. John.

WE have inserted a notice from Mrs. Segee, Widow of the late Editor of the *Carleton Sentinel*, appealing to all persons in debt to her late husband, to pay up such arrearages. She has a family to provide for—entirely dependant upon her for support; and although the amounts separately may be small in the consideration of parties thus owing, yet, as she very justly observes, when taken in the aggregate, would prove of importance to her at the present time. We trust there will be no backwardness in complying with her request, and that no one will hesitate in discharging the duty he owes to the Widow and her fatherless children under such circumstances.

THE LEGISLATIVE COUNCIL.

On Monday the 26th ultimo, Honble Mr. Harrison moved the House in Committee on the following Resolution which he offered in amendment to a Resolution proposed on the subject of the College Commission Report. We give the Resolution and Mr Harrison's speech on the subject, as it is one that affords much matter for reflection and that cannot fail to command attention. The creation of a permanent fund for the purposes of Education, or the devising of a system that will secure a general diffusion of education among the people will ere long be imperatively demanded.

"Whereas it is desirable to create a permanent Public School Fund; And whereas the proceeds of the sale of the Crown Lands of the Province may be legitimately applied to so desirable an object; therefore

Resolved, That this House will concur in any well digested measure for the sale at Public Auction, under proper restrictions, of so much of the Public Lands as will create a sufficient fund for the establishment and maintenance of an efficient system of Education."

The following is Mr. Harrison's speech which we copy from the *Reporter*.

"Having premised that the subject of Education was now occupying the attention of the government, he went on to say, that the object of the resolution before them was two-fold; first to ascertain if they thought it desirable to create a permanent fund for the encouragement and support of schools; and secondly, to invite the attention of the Assembly to the subject, and to shew the government and country that the Legislative Council was not only willing but desirous to concur in any well digested measure for the accomplishment of so desirable an object. He thought it the first duty of a government to provide for the instruction of the people. Some of their Honors thought the time had arrived when municipal institutions would be forced upon the country, and the schools supported by a direct tax upon property; but he begged leave to differ with them on that subject, and would give his reasons for doing so. There were 11 millions of acres of ungranted lands within the Province, the common property of the people;—a considerable portion of which was unfit for settlement; and it would be folly to attempt to settle it. As there was a great quantity of timber upon those lands which made them valuable, what he should propose was this, That an Act should pass, authorizing the government to sell at public auction two or three millions of acres in blocks from 1000 to 10,000 acres, the purchaser to name the quantity, with the right to select within a given time. Under such management persons with small capital would have an opportunity of securing timber for the use of their mills and other purposes; and the proceeds of such sale might be applied for the establishment of a permanent fund for the support of schools. The Province was engaged in the construction of a Railroad; and as the work progressed the government would be called upon to issue debentures agreeably to the contract, bearing interest payable annually in London, or elsewhere. Let the proceeds of the sale be laid out in purchasing those debentures and let them be held as a permanent fund, with the interest applied to the support of schools, instead of its being drawn from the Province.

The present system of granting License to cut timber he considered was very injurious to the interests of the country; he found at present there were upwards of three millions of acres under licence, in blocks varying from 1280 to 208,320 acres, yielding the sum of £7,922 in the port; pursue the same course a few years and what would