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[By JAMES McLAUCHLAN.]

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Original Poetry.

DREAMS.

BY ALFRED WILLIAM TUTHILL, LATE OF LONDON.

"Thrice happy are the dreams of boyhood,
The unseen future wears to him a nameless charm,
And all is joy. True the foundation may be sand,
On which he builds his hopes of future fame.
But this he does not heed;
All things to him a sunny aspect wear,
Till the all powerful hand of time,
Has carved upon his brow, in characters indelible,
"Experiences."
But more enchanting far,
Are the sweet dreams of blushing maidenhood;
No Poe's fancy, or romancer's thrilling tale,
In language can express, the deep, deep joy,
The pleasure pure she feels.
When Morphous ore her weaves his magic spell,
Her fancy paints in brilliant tints,
The untold happiness in store for her,
And in imagination now she stands,
Before the sacred altars shrine.
The crimson blush that mantles o'er her cheek,
Lends to the snow white veil, a rosy hue—
And as she lays her lily hand,
In his who owns her youthful heart,
And murmurs to herself, is not this bliss too pure
to last?
She wakes—and finds 'tis but a dream. * * *
I marked a happy mother, yet in life's young morn,
As she caressed her darling child,
A blue eyed, fair hair boy,
O'er whom some seven golden springs had passed,
We spoke of sleep—*of a child's semblance*,
And conversed on dreams.
I asked her not of what she dreamt,
But the bright glance she gave her boy,
And the expression of her azure eyes, spoke volumes—
Told me far more,
Than the most burning eloquence could ere impart.
The youthful student,
Dreams of nought but fame,
He stands e'en now up in its dizzy heights,
And hears the buzz of loud applause,
Resound from those beneath,
He scales the summit, as he thinks of earthly glory,
And in the climax of ambition, *he awakes*,
To find a vision, has his heart beguiled.
The man of years,
Whose auburn locks have turned to grey,
He dreams alone of happy childhood,
Again he wanders in his boyhood's home,
And glances down the pearly stream of time,
Old recollections throng upon his brain.
He hears the murmuring rill,
Glide gently through the dell,
He views the oak beneath whose spreading shade,
He won the bride, who sleeps, in that deep sleep,
That love itself can never wake.
In fancy now he is again a child.
But soon the spell is broke,
And when he awakes, he to himself exclaims,
Oh childhood—happy childhood,
I would I were a child again.

Provincial Parliament.

HOUSE OF ASSEMBLY.

MR. CONNELL'S SPEECH ON THE RAILWAY QUESTION.

Mr. Connell said he had a few observations to make upon this important subject. He had always been in favour of Railroads, but he believed that a large portion of the people of this Province had but little faith in our efforts, on account of so much having been done and gone for nothing. He thought the time had come when, if we ever intended to do anything for the improvement of our country, we should show to the people that we were in earnest.
The first question to which he would refer was the Jackson contract. When this was assented to by a majority of this House, he was in the Legislative Council. There he had voted against it, although he stood in a minority of two, he believed

then that the result would be just as it has proved. He had voted against placing such works in the hands of that Company. He believed that many who voted were deceived, as the Charter from its wording could have the effect of making the contract inoperative. It was now pretty well established that some general plan should be entered into for the construction of Railways. We had before us propositions, and the result of negotiations, and it was now believed that unless this scheme was carried out we should be without Railroads for years. This was his opinion. It had been urged by some that the scheme was too gigantic.—He (Mr. C.) was not at all apprehensive on this point. He had no fear of the country being ruined by Railway operations. If the Legislature went astray, the people would have it in their power to rectify the error; and what we were now about to do, would result in the establishment of a basis, for the commencement of works which would advance the interests of the Province. He had a little suspicion of honorable members when he found some only for a line in a particular direction.—Some were for the construction of a line between Shediac and St. John only. He thought there was a good deal of locality about that.
The first great step which was necessary was to get rid of the Jackson contract. He would have been in favour of some arrangement irrespective of this contract; but matters were so situated as to render it necessary to remove the obstruction first. The Company had asked for further facilities and more money. He (Mr. C.) would never consent to give them one dollar more than what was agreed to in the contract, (hear, hear.) He had no faith in Jackson & Co., and if their request had been complied with, they would no doubt have made a similar demand again in eighteen months. He believed that money could be judiciously expended under the direction of the Government, and if they proceeded to expend too largely, it would be very easy to restrain such expenditure. By the present scheme our own mechanics would be employed, and the works would be superintended by men who have the welfare of the Province more at heart than such a man as Mr. Rose, (hear, hear.) He would not say that there had not been a revolution in business, but he believed that if Jackson & Co., had their way, inevitable destruction to the Province was certain; (hear, hear.) In his own business transactions he found it always better to give a little than to lose a great deal. Just so with this contract. He thought if we did not get the full value for the £47,000, it would be better to lose a small amount and be on a clear footing.—The mere sum of £15 or 20,000 was no object, in view of the benefits that would arise by our being untrammelled, and in a position to commence such works ourselves. It would not do for us to remain still. He (Mr. C.) had watched the progress of Canada with much interest, and he was astonished to see how rapidly towns and cities had grown up there by means of the introduction of Railroads. All this went to show that we could do something. We must progress with the age. Nova Scotia was ahead of us. Upon looking at the whole matter he thought it very essential to clear the way by having the first bill passed. The other bills would follow.—He could not perceive in any of them that we were tied to the Barings, as had been stated, and if the Government pursued a judicious course, he had no doubt they could make arrangements to obtain all the money they required. The Barings had made a similar arrangement with Canada and Nova Scotia, which had been satisfactory to the people of those Provinces, and therefore we ought not to find fault.
Some members had said that the scheme was too large. He (Mr. C.) had given an opinion upon

this at the first of the Session. He considered that the districts on the St. John river had not been fairly dealt with. When we took into consideration that two-thirds of the Revenues of the whole Province was raised from the products and resources of the Counties on the St. John river, he thought they had not received a fair consideration (hear, hear.) He looked upon the construction of a Railway to Canada by the St. John, as a matter of vast importance to the interests of the Province, and he was glad to find that the more it was brought before the House the more firmly was the country impressed with its necessity. He was not at all afraid to risk the merits of this line before the people of this Province; the St. John and Shediac line had been so long talked of that many would not listen to any other being constructed.—The newspapers had advocated it till the subject was threadbare; but he hoped the press and the country would look into the merits of this route, and he had no doubt that the Shediac line would go on all well.
Mr. C. then dwelt for some time upon the necessity of building a Railroad from the valley of the St. John to Canada. The necessity presented itself in the fact that the Americans were now taking active steps to extend a line towards the Woodstock. The road from Bangor to Lincoln, a distance of 50 miles was already in operation. In that direction there was a large tract of land owned by Boston capitalists, and covered with valuable timber.—Through this territory they would in a few years extend a Railroad to the St. John river. Hence it was perfectly clear that if there was nothing done with us, the trade of the upper part of the St. John river, would in a few years be absorbed by our neighbours. Every one would admit the necessity of keeping the trade of the St. John river within the Province, by having a Railroad constructed up the St. John to the borders of Canada. He was not without hope that Railroads would be extended to the northern parts of the Province, and he was satisfied that no honorable member, if he understood anything about the resources of the upper Counties of the St. John river and their immense trade, but what would acknowledge that Justice had not been done to them in these Bills.—But there was a prospect of having a commencement, and he thought upon the whole it would be judicious to pass the Bills. He found that the Attorney General and others were strongly desirous to spend the money from Fredericton upwards.—The Solicitor General had also been convinced of its importance. These were strong indications that the merits of the route were becoming appreciated. The £50,000 would do for a beginning.
Now he (Mr. C.) would put it to this House, if the position he had assumed with reference to his want of faith in the Government in connection with their Railroad scheme was not justifiable. He would refer to the law and the testimony.—The testimony is that in the Report of the Attorney General, was there one word about a Railroad to Woodstock? No! The only thing that had any reference to it was, that the railroad to be built, was to commence at St. John working towards Fredericton and Shediac. Now he had told the Attorney General last fall, and also at the first meeting of the House, that he (Mr. C.) would not submit to such an imposition, as he regarded such a scheme as neither more nor less than a sacrifice of the interests of the Counties of Carleton and Victoria, and that he (Mr. C.) would oppose any Government or scheme which did not go to sustain the interests of the up river Counties. He (Mr. C.) had taken his course with regard to this question. Many of his best friends had said to him that they had their doubts as regarded such a course; as for himself he must confess that he

may have had his fears, but he felt the great importance of the interests involved, and made up his mind to fight it out; he had done so, and he was now pleased to find that the more the up river interest was discussed, the more favour it met with in the House, as many honorable members did not seem to know the value and importance of the trade and commerce of the upper St. John. The Attorney and Solicitor Generals had acknowledged the importance of those interests, and expressed their willingness before this House to amend the bills. That was what he wanted, and with which he would be well satisfied. Let the bill be amended in this way; say that the survey of the Line shall first be made at the expense of the Province; and that £50,000 be expended, commencing at Fredericton, and working upwards, say in 1857. He had faith now that the Government and House would assent to this. He would now tell the Government that if they had done this at the commencement of the Session, they would have shunned a good deal of trouble, and saved the time of the House. These additions being made to the bill, he (Mr. C.) would give them all the assistance in his power to pass the bills, and to aid in a speedy commencement and completion of the Railway scheme.
He hoped the majority of this House would take pains to inform themselves of the extent of the resources of this River, and they would have no difficulty in meeting his views respecting a line to Canada. Large sums of money were paid yearly for the transportation of articles to the upper Counties from Fredericton. Supplies for the lumbering operations required to be conveyed upwards. Immense quantities of flour, pork and other necessaries are sent up every summer, and some seasons much of what was actually required was kept back, owing to the lack of facilities for conveyance. What the Government had done in this instance, he thought would meet with the approbation of those residing in the upper sections of the St. John. The right of those people had been recognized, and in view of this he would go for the passing of the bills. Further than this, he would state that one of the reasons why he voted for a want of confidence in the Government was, because they had not done much for Carleton County. He believed he had good reasons for acting as he did on that occasion. Now, however, in viewing the subject in all its bearings, as well as the course pursued by some of the members of the Government in their zeal for the Shediac line, yet by the course they had recently pursued, they had removed one of his strongest objections to them. In looking at the other bills he found that one of them provided for security for land damages. This he thought was necessary. He also believed that the additional 2 1/2 per cent duty was necessary. If we wished to obtain credit we must offer some security. If he borrowed £1,000 from an individual he would be required to give security for the payment. Just so, if the Province borrowed a large sum, they should be required to give some permanent security. He had come to the conclusion that this was the best thing that could be done. The fund no doubt would increase, and if it were necessary the rate could be easily lowered by the House. Some had said that the burden would fall upon ship-builders. This was an important branch of industry, and he (Mr. C.) would be very sorry to do anything to check its progress. But he believed it would benefit the ship-builders. They would be enabled to get their lumber at less cost, and the very fact that Railroads were going on would give an impetus to their business by an increase of commerce and internal trade. Another advantage would be found in the increase of emigration. Property would soon double its value,