

and in view of all this it was right that this 2½ per cent duty should be imposed. But we had been told that the magnitude of the scheme would ruin the country. He (Mr. C.) was surprised that this claim came from a quarter where the people were sure to have Railroads. And what would be the consequence if this Shediac & St. John line was the only one that should be built as suggested by some members; why it was that the immediate advantage that would follow would draw the people from the other parts of the Province, and thus build up one portion of the Province at the expense of the other. This was one of the reasons why he felt so strongly the necessity of constructing lines upon other sections where business would become depressed, unless there were some prospect ahead. Between this place and the Tobique, and from thence to the Canadian Boundary, there was a magnificent extent of land. He thought it was a matter of time and certainty, that we should have Railroads, and when constructed he was convinced of the beneficial effect they would have upon this part of the country. Looking then at the scheme in its various points, he was not alarmed at its magnitude. There was good sense enough among the people to restrain any extravagance that might be pursued by those who had the control of the works. He hoped the question would be met fairly and honestly; and that its importance would be fully estimated. The money by being judiciously expended would be productive of ample returns in various ways, and people would be better able to bear a tax if it was necessary. He had no hesitation in saying that when the line was completed on the St. John river, flourishing villages would spring up on its banks. He was not afraid to give his vote upon this measure, local as he might be considered in his views. He wished to see the whole scheme carried out, and he was satisfied that by passing the measure we would be laying the foundation for the future prosperity of the Province.

MR. TIBBITTS SPEECH.

Mr Tibbits said he did not know where to begin, he had heard so many arguments he wished to reply to. He was disappointed when he first saw the bill before the House. He entertained a hope that the Executive would have dismissed all local feelings from their deliberations, and have united in building a Railroad that would connect us with some great country; and his (Mr. T.'s) predilections were in favour of a communication with Canada; but he could not disguise the facts, that the same local feelings existed in the Council that prevailed in this House. Hence the scheme in the Chairman's hands. He saw that we were either to take the present scheme or else have no Railroads. He thought the position of the Executive and opposition might be compared to a game of Chess; the outs trying to check-mate the ins for place.—Among all the arguments that had been used he had not heard one reason why the line from Halifax via St. John to Canada, should have been abandoned. He thought if we had had a Hincks instead of a Chandler at the head of that mission to England, we would be enjoying the comforts of Railroads this day. Mr. T. here referred to the Jackson scheme which he said was beginning nowhere and ending nowhere; and the Company felt no doubt that they would never see interest for their outlay. Respecting the material, he thought from all he had heard, that we were getting value for the £47,000. Jackson & Co., had no doubt lost heavily by the operation; and he thought it would be better to pass the bill. He would have preferred if it was possible to have gone on with other works and let the contract die out. He would ask who was responsible for the Jackson contract, which did not give us power to lay our hands upon the material, that were brought on the grounds.—But although they had received pay for these articles from the Province, there was no power in the agreement to prevent Jackson & Co., from removing them at will; they were bound for nothing until 1857. He believed the old Government were responsible for it, and that it was the duty of the Attorney General of that day to have seen that the interests of the Province were protected; and which would have prevented the consequences which have since ensued. He thought that Jackson & Co., acted wisely for themselves in not going on with the work; and he held the Government of the day, and more particularly Mr. Street, responsible for all the bungling. Mr. T. next proceeded to speak of the arrangement with the Barings, when the ex-Attorney General entered the House. Mr. T. reiterated his assertions respecting Mr. Street and the contract. Mr. S. asked where the contract was defective? Mr. T. said again that the whole of the difficulties arose from his bungling the contract or the law. Mr. S. then spoke in deprecation of Mr. T.'s remarks, that they were not

correct; Mr. T. replied that he could tell the truth as well as Mr. Street, and would not be dictated to by any man. The interruption here stopped; and Mr. T. continued his remarks by stating that the old Government were compelled to issue debentures to the contractors under the law; that they knew they were doing wrong but could not help themselves. Mr. T. next alluded to the scheme, and complained that the river Counties were not getting a fair share of the public money. He would however go for the scheme, for it appeared to him in the present temper of the House, that nothing better could be done. He thought however that the north ought to have been more generous towards the river Counties, considering that the road from St. John to Shediac, was for their benefit.—He, (Mr. T.) was opposed to the proposition of Mr. Montgomery to carry the line from Halifax to Canada around by the North Shore. This he contended would be leaving St. John in the lurch, and making Halifax the great depot for the West, while the latter city was considered as being 4 or 500 miles nearer England than St. John's. He held that the road through the valley of the St. John to Canada would be the greatest boon that could be conferred upon the people of this Province, and make St. John one of the greatest cities in North America. By such a line the Province would be connected with a great country. No man could foresee the beneficial results from such a connection. From St. John or Halifax, as the case might be, there would be one continuous route of 15 or 1600 miles through British Territory stretching into the far West. Further still, there is every prospect ere many years of extending this great road to the Pacific. No one would suppose that New Brunswick would not derive immense benefits from such a Railway. Emigrants would come to our shores, and even more, they would be enabled to pay their passage money in England, Ireland, Scotland, France, Germany, or any other country beyond the seas, into the hands of proper appointed officers to any part on the line, and not be obliged to travel through the United States where they are liable to be misled and swindled at every stopping place. Such things did happen to the unwary Emigrant, and would no doubt happen again. In a national point he looked upon a connection with Canada as a very important matter, in case of a rupture with the United States. England could land her troops at St. John, and food at any part of Canada within a very short time; besides she would send her mails over this road, for the transport of which she pays the United States a very large sum, in addition to which that vast country would have to get her supplies from England and foreign countries at peace with England over the route; in this way the St. John merchant would be immensely benefited. He had been acquainted with St. John for many years and was sorry to find her make such slow progress. He knew cities in the United States which had grown up to as great an extent in 5 or 6 years; and the city of St. John would equally progress by having the benefit of Railways. In 1837 large numbers of troops had to be sent from Halifax and St. John over-land to Canada. Such an emergency might again arise; hence the great advantage of having a Railroad to convey them to their destination, after their arrival in Halifax or St. John. Here Mr. T. met with some interruption, but said he was determined to have his say. He believed that the want of time prevented the Hon. Mr. Fisher from putting such a case before the Imperial Government, that the Colonial Secretary, Mr. Labouchere, would have found great trouble in producing a parallel case where the aid of that Government had been refused. He did not think Mr. Labouchere's answer to Mr. Fisher's communications was based upon facts. In a local point of view, if a line up the river St. John would not pay, no other would in the Province. Maine had built 400 miles of Railroad with nothing like the resources of this Province. They had a line from Bangor to Lincoln, a distance of about 40 miles, part finished and the remainder nearly all graded. They would doubtless push forward that road to tap the upper St. John at some point near Fish River, unless we went forward with our road. The road by the valley of the St. John would be of greater advantage to the Americans than their own road, because it would cross all their rivers near the mouth of them, and would therefore accommodate a large number of persons, and drain a large territory.—They (the Americans) could tap our lines near Shogomock, which would not only give them the benefits of two markets, their own and ours, but it would give our own people the same advantages, besides we should have the carrying of the lumber and produce over our own line. The extension of the St. Andrews line to intersect the up river line would give them great advantages, such as they can never otherwise possess; and the Pine trees, that are now suffered to rot on the ground, would

be converted into small lumber and conveyed to St. Andrews and St. John's; and the wharves which now have the appearance of a barren waste would grow under their weight, while the revenues of the Province would be materially increased. Mr. T. here again alluded to the arrangements with the Barings, and believed a better bargain could not have been made. He thought the facts and figures which the opposition had attempted to adduce were not to be relied upon. Respecting the 2½ per cent he would ask if we expected to get money without giving security for it—by this security our position would be better, and our lands would stand higher than those of Canada in the English market. Mr. T. spoke at some length upon the advantages of this arrangement, and he thought if it did impose a tax upon ship-builders, that they were the persons most to be benefitted by Railroads in the extensive importations of Iron &c., and in other ways. It had been said that some of the local roads in Canada and the United States did not pay, and that the Companies were in trouble. These might be facts, but the Committee must bear in mind that the roads built by Companies have nothing to fall back upon but the roads themselves which is not the case with a Provincial undertaking. They have besides the roads the whole of the revenues of the Province to sustain them; but he did not think it would come to this. Some honorable member had said Canada had no water communication or outlets for her produce, and was obliged to build Railroads on that account. Who was that honorable member—where was he from—was he from the land of Nowhere? Wherever he was from, he had spoken absurdly about Canada, for that country he could tell him, had an abundance of water communication, and had no want of outlets, except by Railroad through British territory to the Atlantic in winter months. In proof of this Mr. T. referred to several Canals tapping the St. Lawrence at different points, by which produce could be sent in any quantity to the markets of the United States.

He next referred to the numerous Railroads that connected the waters of the St. Lawrence with the American ports, the greater part of which were built and in operation before Railroads were commenced to any extent in Canada. That since the introduction of Railroads in Canada, it was admitted by all, that she had progressed more rapidly in wealth and importance than any State in the American Union during the same time, and this was owing to the introduction of Railroads;—and notwithstanding the large sums she had invested in public works, she was still alive to the importance of extending them, and would do so. Mr. T. had no doubt but Canada would accede to any reasonable proposition that might be made by New Brunswick to unite the two countries by a Railroad. We could build our Railroads without the assistance of Mr. Jackson. Nor was it necessary to pay the exorbitant wages for Overseers as was paid by him.—The Chief Commissioner of Railroads would have an arduous duty to perform. A great deal of vigilance would have to be exercised by him to prevent extravagance and neglect of those under him. Mr. T. then proceeded to speak of the advantages the construction of Railroads in the Province would be to our young men. Many of them no doubt would turn their attention to the art of Engineering and the various other branches connected with works of such magnitude. He, (Mr. T.) did not believe the statement made by Mr. Gilbert that the cars could not run in this Province in winter. Between Quebec and Portland, where the snow is much deeper than in this Province, by using snow Ploughs and sufficient force, the cars during the present winter, had seldom been more than an hour or two behind time. He also thought that the argument used by Mr. Gilbert, that a Railway was not necessary alongside of a river, was fallacious. On the Hudson River, he believed they were remunerative. At all events he knew the cars were crowded, and that three or four trips are made daily between New York and Troy, and he despaired of seeing a proper mode of communication on the St. John river, until we had Railroads. Canals afforded but a slow means for transportation; and in countries where there were Railroads, people only travelled on the former from sheer necessity. Respecting the arguments that had been used that the Province would be indebted to the extent of millions, he, (Mr. T.) was not afraid of the result. If it should be so, he believed that for every Pound we spent on Railroads, we would have two in return in the shape of permanent improvements to the country. Mr. T. here stated that in the introduction of Railroads into the Province, he did not stop to consider as to whether they were going to pay immediately. The question in his mind was, were Railroads necessary in this Province, in order that we should keep pace with other countries? He believed that some of the lines indicated by the bill would not pay for a long time—

Public opinion said they were required, and he for one was willing they should have them. A Railroad once built is for all time; and if they would not pay in our time, they may in the next generation. At all events their construction is adding so much permanent worth to the country.—In conclusion, Mr. T. stated that in view of all he had advanced, he should vote for the bill.

MR. L. R. HARDING'S SPEECH.

Mr. HARDING had not a great deal to say; he supposed members had made up their minds how they would vote. He had made up his mind some time ago. According to some members the scheme was very destructive, but he did not think so, and he believed instead of taking people out of the Province it would bring them here. He thought when the gallant Colonel, who had no children, spoke about his grand children being ruined, he was romancing, and if he romanced in one thing he would be likely to do so in another. (Laughter.) Mr. Armstrong had said St. John would be ruined if the Nova Scotia trade was taken away. He believed that if it was taken away the farmers of the County St. John would profit by it, in getting a higher price for their produce. A great many thought that the Shediac line only would pay, but he believed that a line to Canada by the St. John would pay better than any in the Province. If we had this line the English Mails would not be conveyed through the United States, and for this alone we would receive 30 or £40,000. He was willing that the Shediac Line should be constructed, and in the meantime the extensions would be going on between Fredericton and Woodstock, and when the ice was once broken he had no doubt we would progress rapidly. He would ask who it was that opposed this scheme, and if they had laid down another one. He believed the main object of the opponents of the scheme was to overturn the Government, but there was too much sense in the House to overthrow a working Government. They (the Govt.) were men who were able to bear the burden, and he hoped when they undertook the work they would do better than their predecessors. He believed now was the time to commence the works, and he should give his support to the scheme.

March 27th.

The question on the Bill relating to the European and North American Railway (the first of the Government Railway Bills,) was taken up yesterday evening, when the Government were sustained by a majority of nine. This, therefore, was a clear indication of the success of the scheme, which will no doubt be gratifying to the country. The material part of this discussion is therefore terminated. The most of the members who formerly opposed the Government have been in opposition to the scheme. Messrs. Kerr and Lant opposed, although they formerly supported the Government. Mr. Boyd has voted for the Bills as the Government prepared them; he would not consent to any amendment being offered. Well done, Mr. Boyd. Mr. J. A. Harding has also recorded his vote in favour of the Bills. It is to be seen, therefore, that the representatives of the City of St. John are for the Railway, while the four members for the County have recorded their votes against the measure. This morning Mr. Gray moved an amendment to the second section. His object was to have the line from Shediac to the Bend completed, and thence to St. John, before any thing was done upon either the extension to Miramichi, or from Fredericton to Woodstock. There was a long discussion upon the merits of this amendment. His Honor the Speaker, spoke against the amendment, and made some remarks, which were construed as being in opposition to the £50,000, being appropriated to the extension on the St. John River.—This was warmly replied to by Messrs. Allan, Macpherson, and Fisher. The former gentleman contended that it was the express understanding that three of the York members supported the first Bill on condition that they should have the £50,000.—The members of the Government contended that it was their determination to adhere to this understanding. Mr. Gray was opposed in his amendment by those who had been with him up to this time. Among these were Messrs. Street, Kerr, Botsford, and others, and when the question was taken, there were only ten members who stood in support of it. Mr. McLellan was one of the minority. There was considerable discussion upon the other sections of the Bill, particularly the 9th, to which another amendment was offered by Mr. Gray, who, however, was even in a smaller minority than on the previous vote. Mr. Gilmour moved an amendment to one of the Sections, but he was left in the glorious minority of one. The only amendment carried was that suggested by the Government on the 3rd section, which met with but little opposition. The first Bill has therefore pas-