

WOODSTOCK, SATURDAY, JULY 18, 1857.

TWELFTH OF JULY CELEBRATION.

The 12th falling on Sunday, the Orangemen resolved to celebrate the Anniversary on Monday. In Woodstock, however, at the request of Lodge No. 38, the Rev. T. Todd preached in the Hall on Sunday afternoon at three o'clock. The room was crowded to excess, by a respectable and attentive audience, in addition to the members of the Institution, who were present in large numbers from various parts of the County.

THE SERMON

Was founded on the seventh Psalm, third verse, "Glorious things are spoken of thee, oh! City of God;" and was one of interest, power, and effect—riveting the attention of the audience, and breathing a spirit of pure christian benevolence, and at the same time of warm, unwavering Protestantism. With the various events of history bearing upon our common Protestantism, Mr. Todd is perfectly at home; and this he proved on Sunday, by the readiness and vigour with which he treated the subject.

MONDAY MORNING

At an early hour a salute was fired from Orange Hill, and the Union Jack displayed from the flag-staff on the Hall. This, with a salute fired in the evening, was all the public demonstration made in Town—as the members of Woodstock Lodge had severally accepted invitations to meet fraternally with other Lodges in the country.

Invitations were courteously extended to ourselves from several localities, but not possessing the power of ubiquity, we accepted one from North Richmond, where likewise a large number of the Brethren from Woodstock, Upper Woodstock, and Jacksonville Lodges, attended. At ten o'clock, the Lodge 57 having formed in procession, marched from their room, preceded by music, a distance of two miles, to the

EPISCOPAL CHURCH,

where, in common with a large number of Ladies, they had the pleasure of listening to that most impressive Morning Service of the Church of England, and a Sermon by the Rev. Mr. Street, the Rector of the Parish, from the 124th Psalm, "If it had not been for the Lord, who was on our side, now may Israel say," &c.

After an eloquent introduction, the Rev. gentleman proceeded to consider the display of Divine mercy in the redemption of the world, and then to remark upon the great national deliverance, to commemorate which his hearers had assembled.

In the first division, the rev. gentleman briefly, but very beautifully, referred to the scheme of redemption, and its development from the time when, by their first sin, our first parents brought "death into the world, and all our woe," and the promise then made, down to the time when that promise was so gloriously fulfilled on Calvary.

In the second division Mr. Street very learnedly and lucidly referred to historical data bearing upon his subject; the early introduction of the Gospel among our ancestors—the aboriginal Britons; the Divine mercy, as displayed in preserving that Gospel, and raising up, amid the darkest periods of its history, witnesses to its truth and power—restoring, when the pure doctrine, holy precepts and simple worship of the Gospel became corrupted, and everything but the name of religion lost, in its purity, the glorious Gospel of God our Saviour, undebased by the unscriptural tenets of man's invention which had been added by the Romish Church; a Church which arrogantly censures as heretics all who have shaken off her usurped supremacy, and claims to be the universal Church, whereas she is only a sect that separated herself from the universal and true Church in the 16th century; cutting herself off entirely therefrom by insisting upon, as necessary to salvation, twelve new articles, superadded in 1564 to the Nicene Creed. English History (he said) was full of Providentially frustrated designs of the emissaries of Rome, for obstructing and extinguishing the light of the Reformation; reducing our nation to a state of darkness, and to a foreign temporal and spiritual tyranny, enslaving the souls and bodies of our ancestors; as also impoverishing the country, giving its ecclesiastical dignities, &c., to rapacious aliens, who drained England of its wealth.

Here the rev. gentleman proceeded to refer to the acts of cruelty and oppression which Protestants were compelled to endure in the reign of the first Queen Mary—in which the light of the Reformation was well nigh extinguished; the happy deliverance from her authority, and the glorious progress of truth under the administration of Queen Elizabeth; the many and signal instances in which the Lord had displayed his power in thwarting the

go for the line which will effect that object by the cheapest and most direct route; but if that project is abandoned, then I shall go for stopping all the different lines now being carried on by the Government. It is all very well for the hon. member for Westmorland to talk as he does, but he must recollect that there are members in the House whose constituents are very differently situated from what his are, and have no railroad already running past their doors; and I cannot consent to have any portion of the country sacrificed to advance the interests of one comparatively unimportant locality, and build a railroad, to the stoppage of all others, from St. John to Shediac, where there cannot be trade enough to keep it in operation. The question of railways is a very difficult one for the Government to legislate upon to the satisfaction of the people; and perhaps it would be as well to suspend all operations, except so far as is necessary to complete the road from the Bend to Shediac, until the next session of the Legislature. In the mean time I hope the Government will enter into communication with the Imperial Government, and ascertain if some arrangement cannot be made to lessen the immense expenditure of money by this Province, by a combined effort to connect the colonies.

Mr. Chandler: I have listened to the hon. gentlemen who have spoken, with a great deal of pleasure; and was gratified at the assertion made by an hon. member of the Government from Westmorland. I should have very little respect for any Government which would not respect the opinion of the people's representatives.

Twenty years ago, when the St. Andrews Railway was first projected, the general supposition was that £2,000 per mile would build it; and when Mr. Whitman, an engineer, said it would cost £5,000, the people were going to burn him in effigy. In the United States the cheapest line of rail road cost \$25,000 per mile. There no person with capital invests in railroad stock as a matter of investment. They pay nothing there and therefore can hardly be expected to pay in a country having so small a population as has this—only about 200,000, and the population, I fear, not increasing. I know that many of our young men are leaving their homes, and seeking their fortunes in a foreign land; nor do I suppose that twenty actual settlers have been brought into the country by the railway operations so far. That portion of the St. John railway already built has cost some £10,000 per mile, and I ask any reasonable man where is the prospect of its ever paying. Go to Shediac, what have they there? [Some hon. member, "Oysters." Oysters! Yes; and little beyond oysters;—and arrived at the gulf what there? why we are told that we will have the surplus produce of Prince Edward Island! Why, Sir, two or three trips of the cars would carry all this. With regard to the road from Fredericton to Woodstock the thought is preposterous and I would just as soon think of building a road from

to [We could not catch the words.] To a line to Miramichi the engineering difficulties are almost insurmountable. The St. Andrews line is getting along well; twenty miles more will carry it to the river. The company did not, and probably would not, ask the Province for one farthing to assist them. I will oppose any present extension, save from St. John to Shediac.

Mr. Lewis: This is really a very important question, and I think it becomes us to pass a Resolution to show what the sentiments of the members of the House are, for instruction of the Government. I am favourable to the completion of the road from St. John to Shediac, under existing circumstances; but most cheerfully go for the Resolution setting aside, for the present, the extensions.

Mr. McIntosh: I think notice should have been given by the hon. member for Charlotte, of his intention to move the Resolution now before the House; and bringing it forward now, when so many hon. members are absent, is not, it appears to me, doing fairly. I think the Government should have answered the questions put to them on this subject, and enunciated their railway policy—which should have been defined at their formation; and then they could have come to the House united on this most important question. Some hon. members seem to think the St. Andrews line the only one that will pay, but do they not expect to derive a large part of their revenue from the river trade, and is not that trade one strong inducement for building that line. Then if they are correct in their anticipations, why will not a line from St. John up the valley of the St. John pay? There is an immense trade carried on between St. John and the country on the St. John river, and for nine months out of the twelve there is no steam communication above Fredericton; while if there were a railroad there would be a means of carrying on an increased trade during the whole year. Statistics of trade inform us that there is ten times the amount of trade between Fredericton and the upper St. John, than there is between St. John and the Bend; on this latter road I don't know what's to be carried in Winter. It has been said, horses and oats; but no man in his senses would send a cargo of oats from Prince Edward Island, even if he could get a market for them—which he could not. The people of Prince Edward Island have plenty of vessels of their own in which they can carry their oats to Boston at 6d. per bushel; to carry them to St. John, they would cost—3d. to Shediac, 6d. from thence to St. John, and then they would have to be transhipped to Boston. If the citizens of St. John expect her to become what she should be, they must turn their attention to a direct communication with Canada by river, not Shediac; for that communication cannot be had so well in the northern direction as by the valley of the St. John. If the northern line be persisted in the result will be that Halifax will become the great emporium, and St. John will lose her commercial importance, which by the river line she would maintain and increase. I am quite as well acquainted with the trade of Prince Edward Island as most of the hon. gentlemen who have spoken, and am certain it

would not pay running expenses two months in the year. I shall vote against the Resolution.

Hon. Mr. Brown: I voted for the Previous Question because I hoped that the Attorney General would have been in his place to answer the questions put to the Government yesterday, after which I would prefer discussing the Resolution with a full House. We are pretty generally agreed upon the advisability of connecting with Canada, and amalgamating our railroads with theirs; we only differ as to the best way to arrive at it. One thinks the St. John Harbour the best, another St. Andrews. The St. Andrews line, it is expected, will pay this year by carrying lumber. The question of railways is calculated to embarrass the Government, as in the present state of the country other public works may have to be stopped. I shall not vote at present on the main question at all.

Mr. Steadman: If we are ever going to have railroads, now is the time to build them, not the time to stop those commenced. If trade in general was good, and employment could be readily obtained by the laboring classes, then they might be stopped; but as it is, when every thing is in a depressed state, labour scarce, provisions high, it becomes, I conceive, the duty of the Government to carry on these works in order to afford employment to the masses. Some hon. members contend that our finances will be injured by the continuance of these works; on the contrary, I believe they will be materially improved. Funds raised upon Provincial Debentures payable in thirty years, expended on great public works which will at once induce settlement, open up the country, give employment to thousands in that country,—must have such a direct and beneficial influence upon trade as will materially improve, rather than decrease our revenues. The national debt of Canada is greater to-day in proportion to the amount of her population than the whole contemplated expenditure necessary to finish all the proposed railways in this Province; and our resources and productiveness as good as theirs. I think the Resolution had better not be passed, as it can only tend to embarrass the Government. I went originally for the Act, and I want to see it carried out in good faith to all parts of the country. [Here the hon. gentleman read from Act.] I do think the railway expenses of last year have been 50 per cent. more than they should have been. If this is the case, no wonder people have become frightened, & the country never could stand it to build twelve or fifteen thousand miles of railroad at the rate those already built have cost; but I shall not be satisfied that the expenditure is correct until the whole matter is thoroughly investigated and the management changed. At the time of the great celebration in St. John the people were told that unless railways were built the country would become depopulated; now we are told if we do build the inhabitants will be driven away. If we wish New Brunswick to advance, to gain a name and a place in the world, we must do as other countries do; and unless we have railroads we must decline. The road to Woodstock has got to be built some time, and may as well be done now. The Government, by provision of Law stop the works when they deem it advisable; and if at any time money cannot be obtained from England, then let them stop; but while the means are forthcoming, let the works go on.

Mr. Tibbets: I shall certainly vote against the resolution unless the line to the Bend be included, and all suspended except from the Bend to Shediac. The railroad operations in this Province have been commenced at the wrong end. The first attempt was based upon a Report of Major Robinson's; this Report excited hopes in the people of the North which never can be realized;—at least, sir, in your day or mine, Halifax and Canada will never be connected by railroad via the North Shore. Next, a delegation from Canada met at Fredericton; but then again they proposed to make Halifax the terminus, making our Province only the highway to pass through. Next was the Portland Convention; and still Halifax was to be the great outlet for the trade of the U. S., and the interests of this Province were forgotten. Next was Mr. Fisher's delegation to England. Mr. Fisher was very zealous in behalf of the Province, and, no doubt, did what he considered best; but, had he just sat down in Council first, and ascertained what roads could and should be built, and come to a full and explicit understanding on the subject, then obtained the money, and followed out that understanding,—then some good would have resulted: now we have no road. As for the line to Shediac, it will not pay for the grease which will be used on the axles of the cars. I did hope the Government would have stated that they did not intend to go on with the continuation of the Shediac road; which is in reality from nowhere to nowhere, and I hope they will now see the necessity of suspending it. I think communication should be opened with the Imperial Government, to see if assistance could not be obtained from them to build a grand connecting road with Canada; then St. John would rival Portland, and become what she is fast becoming. The harbor of St. John is preferable to that of almost any port in the U. S. I have no doubt, to forward such an undertaking, England would come down with a handsome subsidy, as, in case of war, such a road would be of great importance to her. Were such a road built, all the emigration which now passes over the St. Lawrence would go through this channel. The whole of our legislation, so far, has been in the wrong direction; and in ten years, if we do not bestir ourselves, Nova Scotia will be coming and asking us for land on which to build a road to secure the trade that, by a river-road connecting with Canada, St. John can now secure.

Mr. Tapley: I intend to support the resolution. I do not agree with an hon. gentleman who thinks the Government should act irrespective of expression of opinion by this house. I feel very much as if I should like to see a resolution embodying the views of the hon. member for Victoria carried, but don't know that, under all the circumstances, it would answer. I shall go to suspend all but the Shediac

line; and I think, by the time that is completed, the people will be fully convinced that ruin waits upon the carrying out of the railway scheme. As a young man, I offer this advice to the Government, —to act cautiously with reference to the prosecution of the public works of this Province.

The Attorney General said the whole railway operations had been based upon the belief that £5,000 per mile was the amount required to build them; but, if they cost £10,000 or £15,000, then of course the country could not stand it,—and it was well, perhaps, to ascertain the facts of the case before going further. Railways were great instruments of progress, and he always believed in the industry and ability of this country as sufficient to promote and sustain them.

Mr. Gilmour's resolution passed—Yeas, 20; Nays, 13.

On motion of Mr. R. K. Gilbert, That the House proceed to the Order of the Day of yesterday, to go into Committee of the whole on—A Bill to disqualify persons holding certain Offices under Government from being elected or capable to hold seats in the Assembly.

The Order of the Day being read, the House according thereto resolved itself into said Committee. Mr. S. H. Gilbert in the Chair of the Committee. Mr. McPhelim: This is an annual offering. At one time I did consider such a bill necessary, but have since altered my mind, and consider it would be an infringement upon the rights and privileges of the people. You may pass the bill, if you like, but I will vote against it positively. I know of but one member on the floor of this House who is a subordinate of the Government—it may be aimed at him; but, if intended to advance the interests of the people, it will fail of its object.

Mr. End: I would go the whole length of a bill to exclude from the democratic branch all who have the broad arrow on their tails. I hope the hon. mover will not yield through the force of the ridicule used by some hon. members, or attempt to incorporate their suggestions, as thereby he will only kill the bill. As it is, it has vitality; then, it would become a blind egg with no chick in it.

Mr. Read: I have been returned by the people of Gloucester four different times at the head of the poll, since I got the appointment of Deputy Treasurer. The hon. gentleman who has just spoken came from the States to contest my election once, and the people judged between us and gave me the preference; and now, had it not been for the exertions of myself and friends, he would not have a seat here. I am as independent a man as my colleague. I have discharged the duties of my office correctly, as I hope the Auditor's accounts will show. I will not be bought or sold by any Government; and my colleague might as well try to jump over the house as attempt to oppose me: no respectable man voted for him except friendly to me.

Mr. End: I must explain. When I addressed the Chair, the case of my hon. colleague never crossed my mind; and I am exceedingly sorry he supposes I alluded to him, for there is no man living in whom I have more confidence. I protest he does me real injustice.

Hon. Mr. Johnson briefly expressed his approval of the principles of the bill, when progress was reported thereon.

On motion of Mr. Connell, Resolved, That a Committee be appointed with power to make arrangements during the recess for reporting and publishing the Debates of this House, and that they report the result of their proceedings at the next meeting of the Legislature.

To which the Hon. Mr. Smith moved as an amendment, to expunge the whole thereof, and substitute as follows:

Resolved, That a Committee be appointed with power to make arrangements during the recess for reporting and publishing the Debates of this House at the next Session, upon such terms and in such manner as they may deem advisable, and that the House will ratify any arrangement which may be so made, and provide for the expense of reporting and publishing provided the same do not exceed the sum of £500; and further

Resolved, That arrangements be made for a certain portion of such Reports to be published in the French Language, provided it does not involve an additional expense exceeding £200.

A long discussion followed these movements, in which hon. gentlemen generally testified to the anxiety evinced by the people to have the debates.—Some, during the last election, found the authorized reports of service in disproving misstatements put forth by designing opponents. A very curious fact was mentioned,—that not only had immense numbers of the debates of last winter never reached their destination, but even the late P. M. G. was unable to trace out and discover at what Post Office the mismanagement occurred.

WEDNESDAY, July 1, 1857.

The debate on the motion offered by Mr. Tibbets, and the amendment by Mr. McIntosh, was but a repetition of the statements advanced on Mr. Gilmour's resolution, therefore we have not written out a report.

Following the contingencies were several reports from committees appointed to wait upon His Excellency; these, and the answer of the government on the various matters concerned, will come before our readers at another time.

His Excellency having commanded the attendance of the House in the Council Chamber and given his assent to several Bills, prorogued the House with the Speech which we have before published.

Surely sugar must come down. The crop of Porto Rico is said to be a million of pounds more this year than in 1856—of molasses 220,000 gallons more—and of coffee 300,000 lbs. more.

The infant princess was christened on the 16th of June, and is named Beatrice Mary Victoria.