

lead on this subject long before my notice was turned towards it—my attention being then pre-occupied with other topics. But, sir, their schemes failed; the various policies recommended proved abortive. I do not allude to these failures for the purpose of putting them in juxtaposition to the scheme which I had the honor of bringing to the position it at present occupies—for they did good service to the country by the ability they displayed, and the industry and information they brought to bear upon this question; but merely to show that the railway never will be built by any other scheme than that which I am now submitting and advocating. The principles lying at the basis of the bills now propounded, were contained in one introduced by myself two years ago, for the building of the Halifax and Windsor Railway; and the fate of that work should certainly teach us how vain are the expectations that any railway will be built in Nova Scotia by a private company. The railway from Halifax to Windsor required £230,000 for its construction, and I asked the house to guarantee the interest on the sum. Some hon. gentleman, startled at the proposition, and believing it unwise to give the whole required, asked me to be content with one half, and I acquiesced. The bills were then passed, guaranteeing £165,000. The city of Halifax, despairing at that time of ever seeing the Halifax and Quebec line go into operation, agreed to transfer the guarantee providing for the payment of the annual interest on £100,000, which had been given to that line, to the Windsor road. There was then but £65,000 to be obtained. A meeting, one of the largest and most harmonious I ever attended, was held at Windsor, at which the hon. and learned member for Annapolis and Mr. Fraser were present. Speeches were delivered and every means tried to find our way to the pockets of our capitalists; the summer passed away and not £5000 worth of stock was subscribed, and consequently the work never went into operation. By the autumn of that year the Portland Convention took place—and I may say that I, in common with the body of the people, was exceedingly interested and excited about this meeting, and looked anxiously for its results. They came at last; the delegates returned. I conversed with the honorable and learned member for Windsor on this subject, he having been one of the delegates. "You had a very interesting time," said I; "nice speeches—large assembly—but where is the money?" and he then frankly and freely admitted to me that he had serious doubts of its coming from any where. Then came the meeting in Temperance Hall. The delegates told us they had what Temperance folks call a "nice time;" one said "the ladies of Portland were the handsomest he ever saw in his life;" another "that the brandy and water was excellent;" but not one informed us where the million of money was to come from. (Laughter.) Not only did they not know where it was to come from, but were obliged to admit that it would take the entire surplus funds of the State of Maine for the next five or six years to build the railway to her own borders.

I turned to New Brunswick and saw her struggling under a large debt, and unable from her own resources to obtain the funds necessary to build the tenth part of this work; and then my attention was directed to the little Province of Nova Scotia, and with the experience of the summer's work in which we had been engaged at the Windsor railway, I felt that it would be worse than useless to trust to her private resources for the money requisite to carry this undertaking into operation, and the conviction forced itself upon me, that it could be carried through in no other way than by pledging the public funds and revenues, and dealing with it as its magnitude and importance demanded of an intelligent people. Feeling this, sir, I moved the resolution which ripened the delegation, the fruits of which are seen in the proposition of the British Government to give us the £1,000,000 which we otherwise could never have obtained. The letters and despatches laid upon the table during the last and present sessions afforded to the house and country ample information touching the delegation and its results; it, therefore, is not necessary that I should enter into that portion of the subject. Canada has now passed her Bills granting the money necessary for the construction of her portion of the work, and granted the annual interest; and New Brunswick is prepared to deal with it vigorously so soon as Nova Scotia shall have signified her approbation of the scheme, and passed the necessary bills. It is then for this house to determine whether they will accept the terms proposed by Earl Grey, and see the work go into immediate operation, or reject the proposition and place the country just in the position it occupied when the delegation commenced. Sir, I think this house will determine to have the railway—and that it shall be constructed upon the intercolonial and combined plan already submitted to them.

Without wearying the house, I shall shortly review the effects of railways in the mother country and elsewhere. I visited England in 1839, and there saw the metropolis of that old and wealthy country—surcharged as it were with population so dense, so busy, in all its aspects, that I was almost led to the conclusion that it never could extend beyond its bounds then presented. I saw it again last winter and it had swollen and grown as if by magic. In 1839 but one line of Railway was constructed there—that leading from the bridge to Deptford. Last winter I saw that London was connected with the whole of England by Railway. First there was the great northern Railway leading into the Northern Counties—to the lowlands and

highlands; the southern Railway leading to Southampton and the shore; the eastern running into the Eastern Counties, and the western line connecting the metropolis with Lancashire. The great extension of the metropolis was attributable to the increase of these Railways; why it had so increased that when a man visiting it spoke of seeing London he should be understood as one speaks of seeing the ocean when he gazes upon as much of it as his vision enables him to perceive. This House may form some idea of the growth of modern London when I say that it is as large as twenty-four of the largest Cities on this continent, from this we may understand the effect, force, and power which these Railways have had even in this ancient metropolis which has been expanding for hundreds of years.—Again, sir, in 1839, I saw Birkenhead—it was then the Dartmouth of Liverpool—when I saw it last winter, it had grown to be as large as Liverpool itself was ten years before. The result was similar with Belfast, Manchester, or any of the other large Towns or Cities of the Mother Country. Again, mark the increase of traffic over these lines. In 1837, 14 trains passed over the Grand Junction Railway daily. In 1843 it had risen to 38. In 1851 26 trains passed over the Liverpool and Manchester Railway, in 1848 they had increased to 90 trains per day. From this the House may form some faint idea of the increase in railway traffic during the last ten years. England has expended £200,000,000 sterling in the construction of railways; I speak not of those now in progress, or contemplated lines; but of those actually constructed in 1849 or 50. They afford employment for 500,000 people, who at this moment are engaged in managing these works. Some curious calculator has shewn that the Sun being 93,000,000 miles from the earth—the railways of England would traverse that space in three years.

The Earth is 25,000 miles in diameter—the Railways of England pass round it seven times in the course of two days. Glance at the increase of passengers. In 23,000,000 passed over the in 1848 they had increased to 57,000,000. In 1839, Belgium had but few Railways, France but one or two. Now they intersect Belgium like a spider's web. They stretch across France in every direction. They exist in Germany, Russia, and even Italy, divided as the latter is into small States, and in each of these countries have worked beneficially and well. Sweden, Norway, and Denmark are not without them. But, it may be said, what, after all, is the example of old and wealthy Europe, when your arguments apply to young and poor Nova Scotia. Happily for us, sir, we have a contrast assimilating much nearer to our position than any which the old world presents. I allude to the United States. What have not these works done for that Republic? In 1830, but 20 years since, they were introduced into general use there; now they have 8000 miles in full working operation, and they have successfully proven that it is not alone in the old and wealthy countries that Railways prove remunerative and beneficial. Not only do railways traverse the more wealthy and thickly populated States of the Union, but the thinly settled and poor. The little volume which I hold in my hand describes the astonishment of an English scientific traveller upon beholding for the first time, these works penetrating into the heart of the wilderness. Listen to him as he speaks of them:

"To the traveller in these wilds, the aspect of such artificial lines of transport in the midst of a country a great portion of which is still in the native forest, is most remarkable, and strongly characteristic of the irrepressible spirit of enterprise of its population. Travelling in the back woods of Mississippi, through native forests where, till within a few years, human foot never trod, through solitudes the stillness of which was never broken even by the red man, I have been filled with wonder to find myself drawn on a railway by an engine driven by an artisan from Liverpool, and whirled at the rate of twenty miles an hour by the highest refinements of the art of locomotion. It is not easy to describe the impression produced as one sees the frightened deer start from its lair at the snorting of the ponderous machine, and the appearance of the snake like train which follows it, and when one reflects on all that man has accomplished within half a century in this region."

It needs but a few illustrations to shew the effect of Railways in the United States. The growth of New York, Buffalo, Boston, Philadelphia—all the larger Cities and smaller Towns through which they run, since their construction is wonderful to contemplate. The rise in the value of real estate, the activity, promptitude of movement, life animation, which pervades the whole social system, evince that the people are trained to the highest state of active, bodily and mental exertion. Take the town of Portland—it is fast becoming one of considerable interest to the people of this Colony—but it is not to be compared with St. John's or Halifax unless for the beautiful trees that line its streets, and yet what a contrast does present to either of the latter Cities. The people of Portland seem to have been touched by the life giving impulse which Railways produce, energy and activity is theirs already, and in increased population and wealth are rapidly becoming so. I will not occupy the Committee much longer with these details but shall quote a passage from a Report by Mr. Chesborough, illustrative of the rapid progress of American Cities under the Railway stimulus.

"The principal cause has undoubtedly been the construction of railways, and the establishment of a semi-monthly steam line to Europe. These have given great facilities to her commerce, enlarged her market, attracted merchants, stimulated every branch of manufacture, created a demand for houses and stores, and advanced the value of real estate. September 30, 1839, there were but 167 miles of railway radiating from Boston." In 1851, Boston is wedded to more than one thousand miles of railways in Massachusetts, more than 1880 in the five other States of New England, and 650 more in New York. "In all 3000 miles. In September, 1839 her railway horizon was bounded by Salem, Bradford, Nashu, and Providence. It now encircles a web spreading over Massachusetts, and extends to the Kennebec, the St. Lawrence, and the Lakes. This great system of Railways has been principally planned and directed by her sagacity. Boston invested largely in lines to the North, and in distant railways—the Michigan Central, Mad River, Reading and Wilmington; and she also expended five millions in an aqueduct, and as much more on factory cities. The aqueduct has been in operation three years. Her last investments promise to be remunerative, and will bring with them a strong current of trade from newly acquired territory. Railroads have become the great interest of Boston, and in her investment in them exceeds fifty millions of dollars."

## Editor's Department.

### MIRAMICHI:

CHATHAM, TUESDAY, NOVEMBER 18, 1851.

#### EUROPEAN NEWS.

The papers by Thursday's mail inform us that the Mail Steamer Canada had arrived at New York with Liverpool dates to the 28th October. The Africa which sailed on the 26th struck a rock the same night near Belfast, and immediately returned to Liverpool, when the mail was transferred to the Canada, which vessel sailed in ballast.

A telegraphic despatch to the St. John News Room reports:

"Kossuth had arrived at Southampton, and was most enthusiastically received—addresses, speeches, &c., were made in great abundance."

"Louis Napoleon had formed a new Cabinet said to be quite as good as its predecessor."

"The news from the Cape of Good Hope is very gloomy. The Kaffirs had been victorious in several engagements."

"Cotton market was dull with a decline of one farthing."

"Flour and Wheat were in fair demand; the former had declined six pence per barrel; the latter one penny per 70 lbs."

The arrival of the Cambria at Halifax, on the morning of Wednesday last, has put us in possession of papers to the 1st instant. The news they furnish is not important. Under the proper head will be found some selections.

CANADA.—The official Gazette of the 6th instant contains a Proclamation from the Governor General, dissolving the House of Assembly. The writs for a new election were returnable on the 24th December.

CALIFORNIA.—Late dates from this quarter inform us that the steamer Cherokee had arrived at New York, bringing papers from San Francisco to the 1st October.

The papers report that a terrible fight occurred at Chagres, just before the departure of the Cherokee, between the native and American boatmen, in which the latter were worsted and fled, and the natives turned and beat all the Americans they met. A party of sixteen Californian passengers on their way to the Cherokee were attacked and driven back, and five are known to have been killed. Others fled to the houses, which they barricaded to protect themselves. The specie was afterwards got on board, through the courtesy of the Commander of the British Steamer, who sent boats for the purpose. Passengers also got off by the same means, though many others were left behind.

They also contain reports of Indian outrages in Oregon. Several trains were attacked and many persons murdered. Mr. Hudson Clark of Illinois, was attacked by 30 Indians near Ran River. His mother and brother were murdered, his sister dangerously wounded, and afterwards ravished by the whole party. A few days previously, the same band attacked Mr. Miller's train, killed a Mr. Jackson, wounded Mr. Miller and his daughter. Mr. Harport's train was likewise attacked; after a fight of two hours the Indians were repulsed. A party was afterwards attacked but the Indians were driven back with the loss of one killed and one wounded.

The Steamer Empire City which arrived at the same port a few days later, brings intelligence that the riot at Chagres had been quelled.

GOVERNMENT NOTICE.—The west end of the lower story of the new Building on James M'Phelim's Wharf, at the Port of Buctouche, have been appointed and approved as a public Warehouse.

THE DEBATES.—It will be seen by an advertisement in another page, that the arrangements for reporting and publishing the Debates of our Legislature, are at length completed. We are glad that the contract has been taken by the Queen's Printer, for we have now a certainty that the work will be done well and faithfully. As the undertaking will be attended with much toil, considerable expense, and mental exertion, we hope he will receive a long list of paying subscribers.

A CAPITAL JOKE.—The Mayor of Miramichi.—The British Whig, published in Canada, relates the following good story:—

"The following successful ruse was practised to obtain a bed during the crowded period of the Boston Jubilee. One of the return Trains to Canada stopped all night at the new city of Manchester, and the beds of the hotels were all instantly engaged. The Mayor of Toronto was among the party, and was too late in his application at the Bar. Asking to see the master of the house, that important personage made his appearance, and was immediately accosted with, 'How is this, Sir—no bed for me? I am the Mayor of Toronto?' The American Boniface bowed low when he heard the awful announcement, and immediately replied, 'Walk with me, Sir, I will do everything in my power to accommodate the Mayor of Toronto.' A gentleman from Smith's Falls, also disappointed of a bed, having quietly observed the scene, took up his position. 'Where is the master of the house?' said he; 'send for him directly.' When the hotel keeper appeared, our Smith's Falls friend thus addressed him, 'How is this, Sir, no bed for me? I am the Mayor of Miramichi.' Whether the cute Yankee saw through the joke, or whether he was impressed with the reality of the august presence of his Worship of Miramichi, cannot be known, but he quietly bowed his head, and calmly observed, 'Walk with me, Sir, the Mayor of Miramichi shall be accommodated.' Reports say that he made the civic functionaries pay well next morning. We hope he did."

THE SPEAKERSHIP.—We learn that there are two candidates in the field for the Speaker's Chair, vacant by the resignation of the Hon. Charles Simonds, viz., Daniel Hannington and James Taylor, Esquires.

POLITICAL.—The papers state that Mr. Gilbert, one of the members for Queen's County, has been called to the Legislative Council. It is currently reported here that David Wark, Esq., is to be appointed for Kent, Hon. J. Montgomery for Restigouche, and Mr. Steves for Albert County. We have not yet learned the name of the party selected to represent Northumberland, but we presume we shall at no distant date.

ST. JOHN.—We are indebted to the Courier of Saturday last for the latest news respecting the election of members to represent that City and County:

Yesterday the polling for a Representative in the House of Assembly, to fill the vacancy occasioned by the resignation of the Hon. C. Simonds, took place at the several polling places in this city and county. The greatest apathy prevailed among the great body of the electors in the city. The following is a return of the votes polled:

Godard,	537
Flaherty,	151
Kinnear,	44

To day the polling for a City representative in the room of Mr. Tilley, is proceeding, with a good deal more spirit than was displayed at the county election yesterday. The candidates are S. K. Foster and J. A. Harding, Esquires. At the time of our going to press, it was difficult to say which of the candidates would be elected.

TO CORRESPONDENTS.—Penguin and Pug have been received. The latter is unfit for publication, and we are astonished that the writer should have sent us such a piece of nonsense for insertion.

In our last we published a short communication from Restigouche, over the signature of Pasquin. The first article named above is an answer to it. From a source in which we have perfect reliance, we inform the writers that they are both wrong in reference to the authorship of certain doggerel verses which were printed and circulated in that County, anonymously. We think it but just, therefore, to the parties accused, to make this statement, and to suppress the article alluded to above.