

diag means for, at least, a large portion of the main trunk line. He accordingly got introduced to the gentlemen represented by Mr Jackson—the strongest railway interest in the world—and completed some arrangements with them. At that time public opinion was more harmonious than at present. No one complained of English capitalists taking up Canadian stocks; and he thought the arrangements he had made with Mr Jackson were highly advantageous. By this arrangement one tenth of the stock was to be taken up in the Province, and he expected no difficulty about it. It very soon turned out, however, that the gentleman who had got hold of the Toronto and Kingston charter were very anxious to carry out this arrangement, while the other gentlemen connected with the eastern road were disposed to take the affair into their own hands. Perhaps the government did wrong in giving to these parties the power to place themselves in the position they had assumed. He could only say that if government did wrong in that, it was because he (Mr H.) had no idea that Mr Jackson would make so favourable an offer as his last—an offer to which he had been forced by the position of antagonism assumed by the gentleman in question. Now about the Richmond road, he said this, that the road was expected to cost about £6500 stg. per mile; and when the estimate were submitted to government the government thought they were very high; but told the company, if they were not in a position to get better terms, the government were not afraid to incur loss by giving the guarantee for £3500 per mile, assuring the bonds of the province at par. The Company however, had since notified the government that they would not want more than £2000 per mile, in consequence of having sold stock in England. He had the best information which led him to conclude that if Brassey, Peto & Co. had not had the contracts, no stock would have been taken up in London, where at present £200,000 worth of stock was taken up, so that he believed the City of Quebec would be relieved from all responsibility, as the government had already been relieved from a great part. As to the cost, it must be remembered that tubular bridges were to be made on the Richmond road, bridges which had never been seen yet in Canada, and which were very expensive works. Now, as to the cost of the great trunk line, there had been great exaggerations about what it was to be.

There had been representations on one side that the road would cost very little, while on the other hand it was said that there was very heavy bridging to be effected. But it was also said that the estimates for the construction of the railroad had been gradually reduced from one day to another. The fact was, on the contrary, that the only thing reduced was the government guarantee, for which Mr Jackson had consented to take £3000. As to the rest of the cost, it was to be taken up by capitalists in England, and we need not, with our experience of railroads, affect to give advice to shrewd speculators on the other side of the water. If they built the road too expensively, it was their own fault; for he did not think they would be able to charge what they pleased, any more than a forwarder would be able to charge more money than the regular fare, because he built a too expensive steamboat. They would have to compete with the river route, and with the United States routes, and it was out of the question to suppose that they would charge freights that would drive business away from them. He concluded by saying that he knew nothing about the intentions of the British Government, but he believed they would give the assistance he had spoken of to the line between Trois Pistoles and Miramichi.

The papers by the mail yesterday contain the remainder of this important debate, but we have not room to publish it to-day; we however, shall put our readers in possession of it next week. It gives us much satisfaction to hear that such a favorable change has taken place in the opinion of the Canadian Ministry, and we think the time is not distant when this important matter will be arranged to the satisfaction of all parties—both in England and the Colonies.

As our readers are extremely anxious to hear all the information and reports on this all-important subject, we give a number of extracts below, copied from various sources.

Railroads in Canada.—The railroad mania has fairly set in here, and Mr Jackson, a large railway contractor, is expected here to-morrow from New Brunswick, to complete the agreement for constructing the line from Montreal to Kingston, the company having surrendered its charter to the Government. He has, it appears from the papers, entered into a contract with the government of that province to complete the railroad from the province boundary to that of Nova Scotia, and which will extend to Miramichi. A bill is before the Canadian Legislature for establishing a railway between Point Levi, opposite Quebec, to the River de Loup below, a distance of 120 miles, and which will constitute part of the main line to Halifax, or it may cross New Brunswick, and connect with the line in that province already alluded to, and in that direction extend to Halifax.

Mr Jackson has also commenced a line from Quebec to Richmond, about eighty five miles, where it will intersect the Montreal and Portland railroad; and Mr Baring is expected from Boston, who doubtless intends to vest capital in this province. The establishment of these railroads, and the advent of

English capitalists, will be productive of consequences of which the primitive inhabitants of Lower Canada can have no idea. Already has Mr Jackson given notice that parties will be paid in cash, and that no person in his employ will be permitted to furnish or sell supplies. The effect will be to overturn the truck system which prevails extensively in this province, and which is a universal accompaniment of lumbering, and to reduce the price of imported goods, which here are extravagantly dear, while the laborer will receive a *bona fide* price for his work.—*Quebec Correspondence*, New York Herald, Oct. 1.

We learn that the Railway survey is being prosecuted in all directions with great vigour, and that before the snow sets in the greater portion of the work will be completed. Mr Grant, Mr Perley, Mr Ramsay, Mr Percival, and Mr Casewell, with large parties, are on the route between St. John and the American boundary, and Mr Campbell and Mr Munro between Shediac and Miramichi. We understand that the latter route is pronounced to be extremely favorable.—*Morning News*.

The successful termination of the negotiations which have been for some weeks pending between the Executive Government of the sister Province of New Brunswick and Mr Jackson, the great Railway Contractor, from England, ought to create in the minds of a large portion of the inhabitants of this Island the liveliest exultation and delight. The trade between the Island and New Brunswick has for many years been on a respectable footing, but since the increased facilities for communication which have attended the trifling appropriation by our Government last winter towards the support of a sailing Packet, the traffic and intercommunication between the Colonies has more than trebled. But how much more extensive will this traffic become when there will be a line of Railway extending from the boundary of Nova Scotia to the boundary of the State of Maine, which is the work contracted for by Mr Jackson, together with lines from Shediac to the Bend and from Miramichi to Fredericton!—the terms and conditions upon which the contract has been entered into, can give no great concern to us; while we will derive immense advantages from its operation, bringing us as it will within a couple of days' travel of the American Union, and opening up to a market for our agriculture produce.—*Charlottetown Gazette*.

The Legislature will meet next in Special Session to take up the Railway Bills.

We believe there is every probability that the Government measures will be carried, but, we trust, for many reasons, that they may be passed unanimously, or by a very large majority.

It is admitted by every one that the time is come when we ought to have Railways. We have been hitherto prevented from obtaining that aid for the construction of our Railways which our want of capital renders necessary, by the extreme differences of opinion between the people of different sections of the country as to the plan and route to be adopted.

If we can but unite on some one scheme, not only will this unanimity relieve us from the necessity of borrowing the required capital, by inducing capitalists to invest as Stockholders instead of lenders, but we believe that if we unite in going as far as we prudently ought in constructing such railways as are necessary for our local wants, and as will likely be profitable, the Imperial Government will, it is confidently expected, be ready, at Imperial cost, to fill up such gaps in the line as may be required for inter-colonial and Imperial purposes.

We trust, therefore, that no miserable local jealousies will be allowed to interfere with the brilliant prospects which are now within our grasp.—*St. John Courier*.

In our first page will be found a letter from a Correspondent in St. John, in answer to the Communication we copied a fortnight ago from the St. John Morning Times, in reference to the character and standing of the Directors of the European and North American Railway Company.—We know but little in reference to the parties, and we leave the subject to be discussed by the Editor of that paper and his correspondents; but this we do know that had it not been for the strenuous opposition which they, and the majority of the inhabitants of St. John, together with the members from that City, raised to the Grand Trunk Railroad from Halifax to Quebec, by the North-eastern route, this important undertaking ere this would have been commenced. Much credit is now taken by these parties, and a portion of the city press, for the *branch line to Miramichi*, which it is reported Mr Jackson has contracted with our Government to build, should it meet with the sanction of the Legislature. We are inclined to think that facts will shortly be developed which will show that are not under any special favor to the Directors alluded to above, or to the people of Saint John for that line—should it ever be made.

The Editor of the Morning News seems astonished at our want of faith in the matter, and censures us for the remarks we have made on the subject. We never uttered a syllable against the present scheme, but expressed our fears that the arrangement would not be carried out in good faith. It is but very recently our contemporary has evinced any confidence in the Govern-

ment, and it should not be such a matter of wonderment to him if we should continue a little longer skeptical on the subject. We can assure him we shall be as much gratified as he appears to be, should our fears prove groundless.

ELECTRIC TELEGRAPH.

We congratulate our friends in Gloucester and Restigouche on the probability of their participating in the benefits of the Electric Telegraph at no distant period. We understand that the shareholders here are desirous of closing with the terms of Mr. Gibson, the Agent of the Newfoundland Company, who wishes to establish a line of communication to Canada through this section of the Province. Mr. G. is now in Charlottetown, making preparations for sinking the submarine wire, which is to connect Pr. Ed. Island with the main land. When this is accomplished, and the line built to Quebec, we will on the one side be placed in communication with Canada, and on the other with P. E. Island, Nova Scotia, St. John, Fredericton, the United States, and next season with Newfoundland.

NOVASCOTIA.—The Novascotian in noticing the anxiety which prevails in that Province on the subject of the Railway, says that measures are fast ripening which will fully realize all their expectations.

UNITED STATES.—The New York Tribune records the death of the celebrated traveller and author, JOHN L. STEPHENS, Esq. which took place at the residence of his father in that city, on the 12th instant. He was in his 47th year.

SHIP BUILDING IN NEW YORK.—The Journal of Commerce of the 9th instant, thus notices the depressed state of this branch of business.

Business at the ship yards is remarkably dull, and builders talk discouragingly respecting the future. The impression is that too many vessels have been built within the last two years—more than sufficient to supply the necessities of trade—and the business has been overdone. At the eastward, ship building has been prosecuted to a large extent. The yards of the builders are nearly empty.

NEWS OF THE WEEK.—With the exception of Railway matters, our exchange papers are very barren of news. We have made a few selections.

WESLEYAN TEA PARTY.—We are requested to say that Mr Bell has kindly offered to convey across the river, the parties coming to and from this meeting—FREE.

Should the weather prove very stormy on Tuesday evening, the party will take place on Wednesday.

—We understand that the Rev. Mr. Murray, a Missionary from the Church of Scotland who came out in the last steamer to Halifax, will preach in Saint Andrew's Church, Chatham, to-morrow forenoon, and Saint James's Church, Newcastle, to-morrow afternoon, at the usual hours.

FREDERICTON MAIL.

We have but time to acknowledge the receipt of the Letter from our Correspondent, and the Speech of the Lieutenant Governor at the opening of the Legislature on Thursday last. We insert both these documents below.

GOVERNOR'S SPEECH.

Mr President and Honourable Gentlemen of the Legislative Council,
Mr Speaker, and Gentlemen of the House of Assembly,

I have called you together at this unusual season, because I am desirous of receiving your advice and assistance with reference to a matter of very great importance to the future interests of New Brunswick.

I invite you to consider certain propositions, which will be laid before you in the form of Bills, for securing the speedy and complete construction of the European and North American Railway, and having reference also to other Lines or Branches which may be connected therewith.

Such a project is already familiar to you. You know the advantages which will accrue from increased facility of communication between different portions of our own Province; and you are well aware of the Commercial benefits to be derived from uniting the Gulf of Saint Lawrence with the Port of Saint John, and the markets of the United States. On these matters I need not enlarge on the present occasion.

I trust that you will find every care has been taken in digesting the details of this undertaking, so as to submit it for your consideration in a mature and definite form.

Mr Speaker, and Gentlemen of the House of Assembly.

I have already in this place expressed my conviction that the introduction of British enterprise and British capital was essential to such an undertaking as a railway in New Brunswick. The scheme which will be placed in your hands professes to attain our

object by such means. What is now sought is the approval of this scheme by you as the Constitutional Representatives of the People. You will, I know, scrupulously weigh the advantages to be gained, and the liabilities to be incurred. You will sanction nothing but what you intend to fulfill in perfect honor and good faith, and you will therefore take care that the burthens to be imposed on our Revenue do not exceed our resources.—You will observe that it is in the power of the Province to secure for itself the full benefit of the increased value of the Crown Lands, through or near which the Rail Road would pass,—a benefit which I have been most anxious to retain for yourselves and your children.

Mr President, and Honourable Gentlemen of the Legislative Council,
Mr Speaker, and Gentlemen of the House of Assembly,

It affords me great pleasure, in meeting you here, to offer you my congratulations on the late Harvest with which Providence has blessed us; I sincerely hope that your deliberations on the present occasion may result in enhancing the value of these and similar blessings, by opening fresh avenues to our Commerce and fresh markets for the produce of our Agriculture.

I feel sure that our Gracious Queen will hail with the utmost satisfaction every increase to your prosperity, and will rely with confidence on the loyalty and affection of the people of New Brunswick.

CORRESPONDENT'S LETTER.

FREDERICTON, Oct. 21, 1852.

Dear Pierce,—The House has just adjourned after receiving the Speech, and having the Address in reply moved, I send you a copy of each; they present no point, and afford no clue to the intentions respecting the nature or extent of the Railroad proposed.—“The European and North American Railway,” and having reference also to other lines or branches which may be connected therewith,” are vague words and will not be satisfactory to the people of Northumberland. The Speech however must not be taken as any evidence against our prospects, the language being employed rather to hide than expose the intention of the Government, who have their own safety as well as the public weal to look after. I cannot get any definite idea on the subject all is kept in the dark. The Carleton, Victoria, Charlotte, and York members are like those of the North, waiting to know more ere they express their opinions on the subject. ‘Tis rumored that the Branches to Miramichi and Fredericton will be provided for, leaving it to the discretion of the Government when and how they are to be constructed, (if at all.)—Should this be the case the Northern members will oppose, but if the whole scheme be embarked in the same bottom and to be completed together, then the Northern Counties will go for the measure to a man. It is somewhat remarkable that Mr Hincks should have changed his course, and now advocate the Major Robinson route. The following is an extract from his speech in the Canadian Parliament on the 11th instant.

[Our correspondent here quotes a part of Mr. Hincks's speech, which will be found in another page.]

How clearly Mr H. now admits the absurdity of the last winter's nonsense, but he excuses himself by saying that Mr Young had committed the Canadian Government to the Valley of the St. John River, and he might have admitted what some of the Northern members said in the New Brunswick Assembly.—“That the Canadians had been allowed to dupe our Government with a measure which would end in nothing, and one which would not benefit New Brunswick, if the British Government did assent to it. Our Government do not seem to think of their loud praises that this scheme would succeed, and that they would stake their existence upon its success, but are ready now to adopt such a scheme as will secure the majority of the Assembly, provided only the line from Saint John to the American frontier, and the Nova Scotia boundary be included. I am firmly convinced that should this scheme be carried out without including the line to Miramichi, that line will never be concurred in by the Northern members, and that our only chance is to secure from their fears what we can never expect from their justice.” The Telegraph Line is clear proof of this opinion. They refused even the right of way from Quebec by the north shore, and now when we have a line to Miramichi, and the right of way to Dalhousie quietly obtained, the St. John folk are willing to buy us out, not that they may carry out the line but that another Company may not get our right of way and turn the traffic by the most natural, profitable, and shortest route. In fairness your members should not refuse the southern counties justice, though they have not and will not obtain it from them. Decision, coolness, and judgment is now absolutely required, and if the Northern members act with independence, the Miramichi, and ultimately the Quebec and Halifax line will be obtained on the Major Robinson Survey.

Yours, &c.,

FIDES.

Marriages.

At Tabusintac, on Monday, the 4th instant, by the Rev. Wm. Henderson, A. M., Mr WILLIAM RUSSELL, Teacher, to Miss JANE, daughter of Mr Robert Loggie, of Tabusintac.

At Napan, on the 11th instant, by the Rev. Wm. Stewart, Mr ROBERT JARDINE, to Miss SARAH ANN WOOD.