

# The Christianian Visitor.

A FAMILY NEWSPAPER: DEVOTED TO RELIGIOUS AND GENERAL INTELLIGENCE.

REV. I. E. BILL, "Glory to God in the highest, and on earth Peace, good will toward Men." EDITOR AND PROPRIETOR.

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### Poetry.

#### Heavenly Zion the Perfection of Beauty.

Revelation xxi.  
Beautiful Zion, built above!  
Beautiful city that I love!  
Beautiful gates of pearly white!  
Beautiful temple, God its light!  
Beautiful trees, forever there!  
Beautiful fruits they always bear!  
Beautiful fountains gliding by!  
Beautiful fountains never dry!  
Beautiful light, without the sun!  
Beautiful day revolving on!  
Beautiful worlds on worlds untold!  
Beautiful streets of shining gold!  
Beautiful heaven, where all is light!  
Beautiful angels clothed in white!  
Beautiful songs that never tire!  
Beautiful harps through all the choir!  
Beautiful crowns on every brow!  
Beautiful palms the conquerors show!  
Beautiful robes the ransomed wear!  
Beautiful all who enter there!  
Beautiful throne for God, the Lamb!  
Beautiful seats at God's right hand!  
Beautiful rest! all wanderings cease!  
Beautiful home of perfect peace!

Lon. Jus. Mis. Mag.

### Reminiscences of the Past.

NO. XXII.

Dear Brother,—I commenced my last on the subject of Missionary operations; and then wandered away off into story telling, and legislation, and so forth. I now return from the ever to be remembered Association, held in Sackville. We put up, while there, with Deacon Reed; and were warmly received, and richly entertained, although strangers in the flesh. To this day I remember his christian kindness; and the kindness of his whole household. He has gone to his heavenly home; may all who composed his family, on earth, meet him in the third heavens.

On our way home, I preached at Amherst, and on the road from there to Parsons, Elders Palmer and Dexter, from Maine, accompanied us home. They were Baptist preachers of the old school, but of sterling worth; and were greatly blessed in their day. I was better acquainted with them after I removed to Maine. But they are both gathered unto their fathers; as are almost all of that day. But, even their death is a sweet memorial of good to the church; for they died, as they had lived, in the faith; and they seem to call back to us; and urge us on, in the holy war. This summer, I was induced to make a tour into the eastern part of the Province. This region was so destitute, that many settlements seldom heard the gospel; and the people in others, never. From Windsor, where I resided, there was not a Baptist preacher on the whole road, on one road; nor, after passing Halifax, on another. There were Presbyterians and Episcopalians, in a few places; but still there were very many places where the gospel was seldom or never heard.

On my route, I passed through Shubannacanda, Truro, and Pictou; and preached once or twice in each place. But made my first stand in Antigonish. Here was quite a large village; but no Baptist in the place. I believe I did not find one. I was directed to a Mr. Dexter; a son of our good old Deacon Dexter, of Liverpool. Here I was kindly entertained; and the first night I preached at his house. We had but a thin meeting; but I felt that there were souls to be saved, or lost; and I had good liberty in declaring the counsel of God.

I had hastened on through the long distance, between Windsor and Antigonish; expecting to explore the extensive country round the Gulf of St. Lawrence, from the latter place. As it was the end of the week, I concluded to stay and preach in this beautiful village, on Sabbath. There was no other pub to worship there, that day; so we had a large congregation in the Court-house; notwithstanding prejudices were very strong against the Baptists, in that place; as, indeed, they were in Truro, Onslow, Stewiacke, Pictou, and all through that region.

The countenances of the people indicated that they expected some thing uncommon—not uncommonly good—perhaps fanatical; or so out of the way, as to excite the indignation of those old staid Scotch Presbyterians. The young people looked quite mischievous; as though they expected something to make fun of. But I had the greatest confidence, that the people there would be satisfied with the doctrine. The creed of the Presbyterians is sound. They are clear and generally well read in the principles of grace.

### Correspondence.

#### Reflections upon the Revival at Johnston.

Mr. Editor.—The Lord in his infinite goodness has been pouring out his spirit abundantly upon the people in this land, and many I trust have been brought to a saving knowledge of Him who rules and reigns on high. It arrests my mind most powerfully, while witnessing the great display of God's almighty power, in causing sinners to repent and cry to Him for mercy; that he is the only one who can speak peace to their troubled souls; the only one to whom we can have recourse in the time of trouble; to whom we can

pour out our complaints in seasons of deep distress. He is able and willing to forgive all them that come in the way He has ordained, through Christ. It fills my mind with awe and reverence for the Divine being who created the heavens and the earth, and all that in them is, when I consider his omnipotence, omnipresence and omniscience. I am lost in wonder while meditating for a moment upon the unbounded love of God; for "He so loved the world that he gave his only begotten son, that whosoever believeth in him should not perish, but have everlasting life." How encouraging it must have been to the servants of the most high God, who laboured here during the revival to see their efforts to win souls to Christ, so beautifully blessed. We doubt not but it caused the angels in heaven to rejoice. And shall not we rejoice to see our fellow-creature press into the kingdom of heaven? E. A.

#### Heaven and Hell.

By REV. C. H. SPURGEON.  
(Continued.)

Now shut the black book. Who wants to say any more about it? I have warned you solemnly. I have told you of the wrath to come! The evening darkens, and the sun is setting. Ah! and the evenings darken with some of you. I can see grey-headed men here. Are your gray hairs a crown of glory, or a fool's cap to you? Are you on the very verge of heaven, or are you tottering on the brink of your grave, and sinking down to perdition?

Let me warn you, grey-headed men; your evening is coming. Ah! poor tottering grey-head, wilt thou take the last step into the pit? Let a young child step before thee, and beg thee to consider. There is thy staff—it has nothing of earth to rest upon; and now, ere thou diest, bethink thyself this night; let the seventy years of sin start up: let the ghosts of thy forgotten transgressions march before thine eyes. What wilt thou do with seventy wasted years to answer for, with seventy years of criminality to bring before God? God give thee grace this night to repent and put thy trust in Jesus.

And you middle-aged men are not safe: the evening lowers with you to you may soon die. A few mornings ago, I was roused early from my bed, by the request that I would hasten to see a dying man. I hurried off with all speed to see the poor creature; but when I reached the house he was dead—a corpse! As I stood in the room, I thought, "Ah! that man little thought he should die so soon." There were his wife and children; and friends—they little thought he should die, for he was hale, strong, and hearty but a few days before. None of you have a lease of your lives. If you have where is it? Go and see if you have it anywhere in your chest at home. No! ye may die to-morrow. Let me therefore warn you by the mercy of God; let me speak to you as a brother may speak; for I love you, you know I do, and would press the matter home to your hearts. Oh, to be amongst the many who shall be accepted in Christ—how blessed that will be! and God has said that whosoever shall call on his name shall be saved: he casts out none that come unto him through Christ.

And now, ye youths and maidens, one word with you. Perhaps ye think that religion is not for you. "Let us be happy," say you; "let us be merry and joyous." How long, young man, how long? "Till I am twenty-one." Are you sure that you will live till then? Let me tell you one thing. If you do live till that time, if you have no heart for God now you will have none then. Men do not get better if left alone. It is with them as with a garden; if you let it alone and permit weeds to grow, you will not expect to find it better in six months—but worse. Ah! men talk as if they could repent when they like. It is the work of God to give us repentance. Some even say, "I shall run to God, and ask him to give me repentance now; lest I should die before I have found Jesus Christ my saviour."

Now one word in conclusion. I have told you of heaven and hell. What is the way then to escape from hell and to be found in heaven? I will not tell you my old tale again to-night. I recollect when I told it to you before, a good friend in the crowd said "tell us something fresh, old fellow." Now really in preaching ten times a week, we cannot always say things fresh. You have heard John Gough, and you know he tells his tales over again. I have nothing but the old gospel. "He that believeth and is baptized shall be saved." There is nothing here of works. It does not say, "He who is a good man shall be saved," but "he who believes and is baptized." Well, what is it to believe? It is to put your trust entirely upon Jesus. Poor Peter once believed, and Christ said to him, "come on Peter, walk to me on the water." Peter went stepping along on the tops of the waves without sinking, but when he looked at the waves he began to tremble, and down he went. Now, poor sinner, Christ says, come on; "walk on your sins; come to me"; and if you do, he will give you power. If you believe on Christ, you will be able to walk over your sins—to tread upon them and overcome them. I can remember the time when my sins first stared me in the face. I thought myself the most accursed of all men. I had not committed any very great open transgression. I had been well trained and tutored, and I thought my sins were thus greater than other people's. I cried to God to have mercy, but I feared that

he would not pardon me. Month after month I cried to God, but he did not bear me, and I knew not what it was to be saved. Sometimes I was so weary of the world that I desired to die; but then I recollected that there was a worse world after this, and that it would be an ill matter to rush before my Maker unprepared. At times I wickedly thought God a most heartless tyrant, because he did not answer my prayer; and then, at others, I thought, "I deserve his displeasure; if he sends you to hell, he will be just." But I remember the hour when I stepped into a little place of worship, and saw a tall thin man step into the pulpit: I have never seen him from that day, and probably never shall, till we meet in heaven. He opened the Bible, and read with a feeble voice. "Look unto me, and be ye saved all the ends of the earth; for I am God, and beside me there is none else." Ah! thought I, I am one of the ends of the earth; and then turning round, and fixing his gaze on me, as if he knew me, the minister said, "Look, look, look." Why I thought I had a great deal to do, but I found it was only to look. I thought I had a garment to spin out for myself; but I found that if I looked, Christ would give me a garment. Look sinner that is to be saved. Look unto him all ye ends of the earth, and be saved. This is what the Jews did, when Moses held up the brazen serpent. He said, "Look!" and they looked. The serpent might be twisting round them, and they might be nearly dead; but they simply looked, and the moment they looked, the serpent dropped off, and they were healed. Look to Jesus, sinner. "None but Jesus can do helpless sinners good." There is a hymn we often sing, but which I do not think is quite right. It says,

"Venture on him, venture wholly;  
Let no other trust intrude."  
Now, it is no venture to trust in Christ, not in the least. He who trusts in Christ is quite secure. I recollect that when dear John Hyatt was dying, Matthew Wilks said to him, in his usual tone? "Well John, could you trust your soul in the hands of Jesus Christ now?" "Yes," said he "a million! a million souls!" I am sure that every Christian that has ever trusted in Christ can say "amen" to that. "Trust in him; he will never deceive you. My blessed Master will never cast you away. I cannot speak much longer, and I have only to thank you for your kindness. I never saw so large a number so still and quiet. I really think after all the hard things that have been said; that the English people know who loves them; and that they will stand by the man who stands by them. I thank every one of you; and above all, I beg you, if there be reason or sense in what I have said, be-think yourselves of what you are, and may the Blessed Spirit reveal to you your state! May he show you that you are dead, that you are lost, ruined. May he make you feel what a dreadful thing it would be to sink into hell! May he point you to heaven! May he take you as the angel did of old and put his hand upon you, and say, "Flee! flee! flee! Look to the mountain; look not behind thee! I stay not in all the plain." And may we all meet in heaven at last; and there we shall be happy for ever.

### RAILWAYS.

(Continued from our last.)

I agreed that the first loan should be £800,000 sterling, running over a period of years, of which £500,000 would be required this year, and that afterwards the expenditure should not annually exceed the rate of £300,000 sterling; that the Debentures should be redeemable in thirty years, payable with interest at six per cent semi-annually; in London, all negotiated through their house, as in the case of Canada and Nova Scotia. I stated that it would be the interest and duty of the Government of New Brunswick to regulate the expenditure from time to time in consistency with the means of the Province and the rate of labour, and that when the first sections of the Roads were finished, the nature and extent of immediate future operations would depend entirely upon the state of things then existing; that as to mere dividend, I did not expect the first lines would pay immediately, though I had no doubt that they would ultimately yield a fair return; that the benefits to be derived by the country from their construction were the great collateral advantages which I believed would result to all its interests; that the wild lands alone, under a good system of colonization, would provide means to girdle the Province with iron. I found that great importance was attached to the ten millions of acres of ungranted lands; and that the increase in the value of wild land in Canada since the opening of the Railroads had been marvellous, and was likely to exercise a most beneficial influence upon our interests.

I can assure His Excellency that while I presented the case of the Province in as strong a point of view as I was capable of doing, I most scrupulously noticed the financial difficulties to which the state of the trade of 1855 has subjected it. But I endeavored to prove, what I knew to be true, that these things are temporary, and that the great and manifold resources of the country are sufficient to carry it through every financial trial.

His Excellency will observe, that this arrangement was effected with Messrs. Baring, when a continuance of the war appeared inevitable. If peace be concluded during the winter, and trade return to its usual channels, it is generally believed there will be very little difficulty in raising any amount of money. It must of necessity require some time to give a new security a character; but I think His Excellency may fairly estimate that the loan for the second and third years' operations may be negotiated at an average of par for the two years. In all probability better terms may be obtained after that. Sanguine persons acquainted with such matters, with whom I conversed, appeared to think that so soon as money became abundant, the bonds would command a premium. It appears, therefore, to be admitted, that New Brunswick will be able to

construct her Roads upon better terms than has been generally done in America.

In addition to these arrangements, a credit of £500,000 sterling, in any or every year during which the work is progressing, payable with interest on the last day of each year, has been secured; so that with our resources, ample funds are provided for the vigorous prosecution of the work, till midsummer 1857, without requiring the sale of a Bond, except to Messrs. Baring, unless the interests of the Province clearly warrant it."

"We also had several other interviews, which resulted in an agreement executed by Mr. Robertson on the part of the Company, which I assented to for the Government, subject to the assent of the Legislature. The Contractors agreed thereby to relinquish their Contract, transfer to the Province all the work done on the Road, and materials thereon in the Province, with the Surveys, Plans, &c. They also relinquish any shares they have in the Company, and the Company's Bonds, the whole for the sum of £90,000 Sterling including the Debentures already given them; payment to be made on the first day of June next, in Debentures redeemable in thirty years. It was also agreed that if this arrangement was not adopted by the Legislature, Messrs. Jackson and Company were to have three months further time to complete their Contract, which in all other respects was to remain in force.

It is very gratifying to me, and I am confident it will be to His Excellency, to know that we succeeded in disposing of the most difficult and perplexing question, without causing the least hard feeling. We concluded the negotiations in the best spirit, and I believe the services and influence of the Contractors can be obtained at any time for the Government, in the furtherance of any Provincial interest.

While in London, I had a conference with a number of the Directors of the Saint Andrew and Quebec Railway Company, at the Company's Office, which I stated to them was had on my own responsibility. I endeavored to ascertain whether any, and what arrangement could be made with the Company for placing that work in a more satisfactory condition. I explained to them that their line would connect with any line leading to Maine or Canada; and that it was desirable to place the affairs of the Company upon such footing, or to make such other arrangements as would secure the completion of a part or the whole of the road which is now partially made. They evidently entertain a high opinion of the value of the land, and propose some new arrangement for future operations, the nature of which they did not explain and perhaps had not clearly defined. I informed them that if they expected any legislative action this year, they must be prepared early in the Session.

His Excellency will observe, that in several respects, I was compelled to assume responsibility. I trust that I have exercised it in such a manner as will meet with his approbation. To subject such negotiations to delay, or even doubt, would have produced certain failure; and I deemed it to be a primary duty, to attain the great objects he had given me in charge, at all hazards, if not inconsistent with the public interest.

It will be for the Legislature now to determine whether New Brunswick shall remain stationary or enter upon that career of improvement to which her position and resources invite her. Any measure which will furnish her finances upon a sure and permanent basis, should be adopted; as such of the future well-being of the Province depends upon present action. Her credit can only be maintained by prudence. Her preparations to appear in the money market of the world, as a borrower, must be difficult. Everything depends upon the first efforts. It is a new position for her to assume; but the only one consistent with that spirit of self-reliance which distinguishes every branch of the great Anglo-American family. The Towns and Cities of the west, with but scanty means of obtaining money except by direct taxation, have for years been constructing Railroads by loans obtained at excessive rates of interest, while New Brunswick, with boundless resources, has shrank from the responsibility of pledging her own credit for such purposes. I was informed in London when I urged our freedom from debt, that it was our misfortune; that if we owed a million or two, we should be known, and our credit established—that it was an argument against our enterprises."

"I cannot close this letter, without expressing the great obligations I am under to the Hon. Joseph Howe, Chief Commissioner of the Railway Board in Nova Scotia, for the assistance he has rendered me. As soon as I intimated to him the probability that New Brunswick would adopt the course which Nova Scotia was pursuing, he came to this Province for the sole purpose of giving me his advice; and from that time has given me the benefit of his counsel and influence, and I think largely contributed to the success of my mission."

### From our Fredericton Correspondent.

MR. FISHER said that a large majority of the members of the House are agreed in the abstract principle of Railroads; that they are necessary for the advancement of the interests of this Province. During the last Session of this Legislature, the principle was affirmed over and over again, that Railroads were indispensable to the future development of the resources of New Brunswick. He was not here to make a Railway exposition; that he had already made. It was in point and had been laid before the House and the Country. While he was in England, he took a trip to Edinburgh, for the purpose of getting some information respecting emigration, which he would allude to in the course of his remarks; although no part of the duties of his mission. He said, to whatever country we looked, adopted, and New Brunswick alone was in this respect at a stand still. He read extracts to show how public opinion respecting Railroads in England had changed since they had been introduced into that Country. The great question after all was, would they pay? In twenty-five years the people of Great Britain have invested in the construction of Railroads out of their surplus revenues, two hundred and sixty-eight millions. This he said was a great sum, but things are only great by comparison. Fourteen millions of that amount was paid out in Law expenses. The vehicles used on Railroads in England would form a line that would reach from London to Aberdeen, 550 miles—Railroads meet with great opposition as every-thing else does. Russia, France, Germany and Italy, have all their Railway systems. In India, where they worship idols

and have not yet adopted christianity, they have there a Railroad system. Surely there are some matters on which we can agree; he thought the matter of Railroad was a common ground upon which we should all agree. There may be a question as to whether the best men to manage this great Provincial undertaking. He trusted this great question would not be taken up as a question between the Government and the opposition. In consequence of Railroads, Canada is progressing in population and wealth as fast as any Country on the face of the globe, and the impetus given to trade and agriculture was astonishing. Maine has 400 miles of Railroad, and our resources exceed those of Maine. The difficulty here is, this—every man must have a Railroad to his own door. It will be difficult ever to get Railroads unless these local feelings are overcome. We have greater resources than Nova Scotia. The minerals of Nova Scotia do not belong to the Government, those of New Brunswick do. Our resources are vast; we have ten millions of acres of ungranted lands. If we can agree upon a system of Railroads, it will be the means of introducing Foreign capital; it will be the means of retaining in the Country our present population.

You may send lecturers, but lectures are received with some suspicion. Public Works are the best means of promoting emigration. Emigrants employed on these works would write to their friends, these statements could be relied upon, and emigrants would flow into our country. He contrasted the present with the former Railroad schemes, and showed that the present was very little larger than the former. The probable cost of railroads in New Brunswick will be about £5,500,000 currency, per mile. The cost in Canada is about £6,000,000 currency, rolling stock included. The contract with Jackson was £7,000; now the difference might as well be saved, as the people would have to pay all at last. If capitalists invested their money in these roads, it is with a view to get interest on their money so invested, in the shape of tolls, &c., from the people in all future time, it is better for the people to build them themselves, and save, at least, £1,500 per mile difference between the real cost of the road and the late contract price. When the Nova Scotians build their road to the borders, as a matter of prudence we will connect with them, so will we find it for our interest to connect with the State of Maine. As Nova Scotia's coming to the boundary line, Maine and Canada are coming to the boundary line, as will we go to the boundary to meet them. The grand object he had in view in his visit to Great Britain was to introduce New Brunswick into the British market. I did not want to negotiate for a million, so arranged for £800,000 sterling. If expending £800,000 should increase the price of labor, so that it would not be prudent to go on with the work, the matter would be altogether under the control of the Provincial government, and the government would only proceed as far as consistent with the interests of the Province. He would venture to predict that when the £800,000 were expended, we could get money on much better terms than we can now. Then our debentures would be worth more in the British market. The time has now arrived when we must conclude to make Railroads a government work or not have them at all. Whether we like it or not, that is the only alternative, and in doing this, we are only imitating our neighbors in Nova Scotia and Canada. He had great faith in the cardinal resources of this Country. He was of opinion that Railroads might not pay, but he was willing to pay something for the vast advantages which would result from Railroads. The soil of Maine does not compare with New Brunswick; her men are not more energetic. Now how does Maine build Railroads? One-and-a-half millions of stock in the Portland and Mutual line was taken by the City of Portland. If the City of Portland can incur a debt of one million dollars, why cannot New Brunswick venture to incur a debt of 9 times that amount, if the country is to be benefited? In 1851, the population of Portland was 24,000; New Brunswick has 19 times the population. Saint John itself is superior to the City of Portland; and if we sit and whine, the world will be over us, and by-and-by we will find ourselves "lost in our sleep." In Portland, a piece of land worth \$150 built into the Railroad was built worth afterwards \$3000; and like causes all ways produce like effects. They had to have self-reliance to effect these changes. So far we have not had self-reliance. In every thing else we exceed them. If Bangor can incur a debt of £200,000, New Brunswick in the same ratio can bear a debt of £2,800,000. In addition to what Bangor has done, it will still go on and in a few years they will have tapped the upper St. John, and divert a large portion of that trade, which naturally belongs to us. Then we shall regret that we had not secured that to ourselves, when we had the power, and if these Bills do not pass we shall find ourselves in this position. The 2 1/2 per cent proposed in these Bills on the imports, is intended to be perpetual for the purpose of defraying the interest on loans effected for the purpose of building Rail Roads. If commerce improves we may reduce the 10 per cent now on imports, as much as an increase of trade will admit—but the 2 1/2 per cent for Railroads must remain. He arranged to take Messrs. Jackson & Co's. interest in the European and North American Railroad at £50,000 sterling, with all the materials on hand. This arrangement was all subject to, and dependent upon the approval of the Legislature. If this does not meet the approbation of the Legislature, Railroads will remain as they are for some two or three years at any rate. He went to England to deal honorably with Messrs. Jackson & Co., but he believed he got £100,000 for £90,000, and the surveys into the bargain, which cost £15,000. Mr. Jardine thought there was £30,000 worth of materials over and above Mr. Morton's estimate of £10,000. Mr. Morton also estimates £30,000 over and above his former estimate; this with £15,000 worth of surveys, and the difference between £90,000 and £102,000, shows a gain for future operations of £57,000. It is said by some hon. members, we can wait until 1857, and then if Jackson & Co do not fulfil their contract, the Province could sustain an action of damage.—Such a course would be expensive and disastrous and in all cases should be avoided if possible. If an action of damage should be commenced, it must be done in the name of the European and North American Railway Company. Now this Company has only paid in some £5000. It would be difficult to get a large amount of damages under the circumstances, and he felt sure this country would not if it could possibly be avoided, go to law with

and have not yet adopted christianity, they have there a Railroad system. Surely there are some matters on which we can agree; he thought the matter of Railroad was a common ground upon which we should all agree. There may be a question as to whether the best men to manage this great Provincial undertaking. He trusted this great question would not be taken up as a question between the Government and the opposition. In consequence of Railroads, Canada is progressing in population and wealth as fast as any Country on the face of the globe, and the impetus given to trade and agriculture was astonishing. Maine has 400 miles of Railroad, and our resources exceed those of Maine. The difficulty here is, this—every man must have a Railroad to his own door. It will be difficult ever to get Railroads unless these local feelings are overcome. We have greater resources than Nova Scotia. The minerals of Nova Scotia do not belong to the Government, those of New Brunswick do. Our resources are vast; we have ten millions of acres of ungranted lands. If we can agree upon a system of Railroads, it will be the means of introducing Foreign capital; it will be the means of retaining in the Country our present population.

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The soil of Maine does not compare with New Brunswick; her men are not more energetic. Now how does Maine build Railroads? One-and-a-half millions of stock in the Portland and Mutual line was taken by the City of Portland. If the City of Portland can incur a debt of one million dollars, why cannot New Brunswick venture to incur a debt of 9 times that amount, if the country is to be benefited? In 1851, the population of Portland was 24,000; New Brunswick has 19 times the population. Saint John itself is superior to the City of Portland; and if we sit and whine, the world will be over us, and by-and-by we will find ourselves "lost in our sleep." In Portland, a piece of land worth \$150 built into the Railroad was built worth afterwards \$3000; and like causes all ways produce like effects. They had to have self-reliance to effect these changes. So far we have not had self-reliance. In every thing else we exceed them. If Bangor can incur a debt of £200,000, New Brunswick in the same ratio can bear a debt of £2,800,000. In addition to what Bangor has done, it will still go on and in a few years they will have tapped the upper St. John, and divert a large portion of that trade, which naturally belongs to us. Then we shall regret that we had not secured that to ourselves, when we had the power, and if these Bills do not pass we shall find ourselves in this position. The 2 1/2 per cent proposed in these Bills on the imports, is intended to be perpetual for the purpose of defraying the interest on loans effected for the purpose of building Rail Roads. If commerce improves we may reduce the 10 per cent now on imports, as much as an increase of trade will admit—but the 2 1/2 per cent for Railroads must remain. He arranged to take Messrs. Jackson & Co's. interest in the European and North American Railroad at £50,000 sterling, with all the materials on hand. This arrangement was all subject to, and dependent upon the approval of the Legislature. If this does not meet the approbation of the Legislature, Railroads will remain as they are for some two or three years at any rate. He went to England to deal honorably with Messrs. Jackson & Co., but he believed he got £100,000 for £90,000, and the surveys into the bargain, which cost £15,000. Mr. Jardine thought there was £30,000 worth of materials over and above Mr. Morton's estimate of £10,000. Mr. Morton also estimates £30,000 over and above his former estimate; this with £15,000 worth of surveys, and the difference between £90,000 and £102,000, shows a gain for future operations of £57,000. It is said by some hon. members, we can wait until 1857, and then if Jackson & Co do not fulfil their contract, the Province could sustain an action of damage.—Such a course would be expensive and disastrous and in all cases should be avoided if possible. If an action of damage should be commenced, it must be done in the name of the European and North American Railway Company. Now this Company has only paid in some £5000. It would be difficult to get a large amount of damages under the circumstances, and he felt sure this country would not if it could possibly be avoided, go to law with