SAINT JOHN, NEW-BRUNSWICK, THURSDAY, APRIL 4, 1862.

AND CHRISTIAN VISITOR.

Protection of Missionaries at Ningpo. Intelligence was received at the Missionary Rooms, Boston, about the middle of last month of the subjugation of the City of Ningpo by the Chinese rebels. Much anxiety was felt regarding the safety of the missionaries stationed there. Messrs. Lord, Knowlton and Jenkins with their families are the Baptist Missionaries of Ningpo. The latter supplied the pulpit in Portland some time, preached occasionally in this City, and was highly esteemed by such of us as had the pleasure of forming his acquaintance for his devotedness of heart and

life to the service of his Master. We rejoice to learn the tempest of ther Jenkins and his associates were graciously preserved.

The following description of the terriffic

scenes which these missionaries of the cross had to witness as the gory strife proceeded is from the pen of Mr. Knowlton and appears in the last *Macedonian*:— The " rebels" have arrived, and already

been in full possession of Ningpo for ten days. On the 7th they arrived in the plain outside the west gate, and commenced lundering, though none were killed. The people were thrown into great terror and ran wildly about, not knowing whither to go, as the rebels were scattered all over the plain. Multitudes, however, in the vicivity of the hills, fled to them. Most of them still remain there in the open air among the bushes, where for the last three days they have been exposed to a cold rain storm. Many infants have been smothered to death, to prevent their cries leading bto a discovery of their place of retreat.

and On Surday, the 8th, they attacked the city, but nothing was effected, as they had but few guns of any kind, and no cannon. Dec. 9, early in the morning, they swam the meal hear the south gate, and scaled the wall. The imperial soldiers fied in confusion. If re w, of their uniforms, and sought The city was now in possession of the rebels, who proceed d with the utmost haste to sack every house and room in it. Some rest were put to death instantly. But few of the people were killed. This was owing to the nied ation of foreign powers here. A substitution of the people were killed. This was owing to the nied ation of foreign powers here. A

few days previous to their arrival, the officials of the American, English and French governments, proceeded in a steamer to a neighboring city where they had posses-sion, and had an interview with the rebel general. An agreement was made to the effect, that the rebel forces should not visit or molest in any way, the suburbs on the north bank of the river, where most of the foreigners reside; the chapels and dwellings of foreigners in the city, and on the south bank of river, were not to be molested or entered; and as a safe guard, the general sent placards stamped with his official seal, to be posted upon the doors, making it death to any of his soldiers to enter for the purpose of plundering; the city was not to be protected by foreigners; and the people were to be shown mercy and not ruthlessly butchered, as in most other places. The same arrangement was subsequently made with the general of another wing of the rebel army, which approached the city from the south west. They have carried out their agreement thus far, better than we had expected; still, dead bodies are scattered here and there about the city. The Presbyterians and Episcopalians failed to post up their pla-cards from the rebel generals in time, and their chapels were entered and a few things stolen, and a few men taken captive. Though my placard was up in time, still the robbers entered our chapel and took a few garments belonging to the native Christians, but no men were taken." My house, which is on the south bank of the river, just under the wall of the city, was not molested. Brother Lord had a donkey stolen, and an attempt was made to rob his house, and to take his hired boat; but the thier, on being handed over to the general, paid the penalty by the loss of his head. Mr. Russel, in the city, had a horse stolen, which was afterwards returned. The men sent the proces — and let the pointsstick up they ad prick." "So," said he, "you have also been returned.

But while foreigners have not, as yet, been made to suffer much, and not a large number of people have been killed, still here is great suffering among the people, the points stick up." If our sernious had and the city presents a scene of most won- less "tow" and more naked "points they ton destruction of property and desolation. Familia have been robbed of everything even to the last cash, and the last grain of rice. A great multitude of young men and women have been t. kan capave. Old people are bewailing the loss of their sons and from last issue, daughters; husbands the loss of their wives; wives the loss of husbands; hittle children are left in their homes to de of starvation, and the same is true of the very aged and the blind, or of e wise disabled; tables) and other furniture are thrown into the and yards, and are often cut up for wood; aged and middle aged p opic, that were, formerly in good cucumstances, are now and middle aged p opte, that were ry in good circumstances, are now edito go about the streets and beg a rice, to prevent starving; fresh corporate their heads entirely out off, or open; or their throats cut, are seen ly. ing at intervals along the streets. Trade, of course, is at an end. The things asked for by the rebels, are, first of all, guns and pistole; there is also a demand for opium, and horses, and foreign umbrellas. Their male captives are at once put to hard service in carrying burdens; and if it is too hard for them, and they fall, exhausted, under their loads, they are severely beaten, or cut with swords, or killed on the spot. Hundreds of people, besides the native con-

fuge in our various chapels and mission certain period he agreed with the policy of the course pursued by the Government in Railway aries' houses in the city, have been brought out by the missionaries, and safely landed on the north bank of the river. It has given the poor people a tangible proof of our good will and kindliness towards them; and their thanks (a new thing to witness here) are numerous and sincere. As my house is upon the bank of the river, and boats can come to the steps at the back door of my yard, it has been the tho roughfare for this exodus; and daily the truth has been impressed upon my mind, that this great trial of the people is already yielding some fruit, in the gratitude which t has wrung from hitherto unfeeling and ungrateful hearts. Besides, while they, with tears of gratitude; thank us for say ing them from the terrible death that seem ed to await them, we have not let the prebloody war passed over the City, our Bro cious opportunity pass, of pointing them to Him to whom all thanks belong, and of exhorting them to seek protection of their

> through Jesus Christer ban no nige stiding As multitudes have left without a home or any subsistence, a large building has been appropriated for such, where rice for the time being, until they will be able to make some shift for themselves, is proviled gratuitously, by subscriptions chiefly from foreigners, and distributed under the superintendence of a committee of miscionaries. This, again, is a substantial proof of our benevolence toward them, and does not fail to elicit gratitude. May we not with confidence expect, that the fallow ground in many a hard and stony heart is thought it would be hard to find more combeing broken up, preparatory to the reception of the saving truths of the gospel. At present it is a dark and terrible time with this poor people, and our hearts ache for

heavenly, Father, and eternal salvation

them. The judgments of Heaven are upon them, and they deserve them for their great wickedness; still we may expect that mercy will at length be extended; and their very afflictions may be a preparation for mitted of no proof one way or another. The more abundant bessings than they have presumption was, how ver, against the hon. ever before received served with acti

What facilities we shall have for missicnary labours under the "Taiping" rule, | and yet they had found nothing of the kind. concentration their houses, or escaped over the wall on the optosite side of the city.

The won their houses, or escaped over the wall on the optosite side of the city.

The won the seen. At present we had not been some froud or peculation, carried on. He had, himself, suspected there rals down, all the Taipings seem well disposed towards foreigners; still it is ruof the imperial officers fled, and the mored that there is great danger that for-

> miserably murderous hords of marauders. Their swar hy complexiou, long black flowing hair; fantastic dress and equipage, and barbarous murders, give them the app a ance and character of North American savages. The mass of them know nothing of Jesus or the true God, beyond, perhaps, the name Some of the better informed can repeat the Christian doxology, confession of sin and praise to Jesus as the Saviour of the world, which Teen Wong the rebel chief, learned of the Baptist missionaries at Canton. They have brought with them no books for distribution, but one of the generals informed me the other day, that he intended to send for some soon

> > How to Prepare Sermons.

Dr. Griffin was once at the house of a friend and spent the Sabbath. On Sabbath he went into the study and began to read over his sermon; he called for ink and sand. "He began to strike out and pour on sand. The manuscript was already black with erasures and insertions but the work went on, the paper growing darker every moment. One of the little children coming up and looking on the blotted and blurred manuscript, corrected and re-corrected, said. How can you read your sermon? it is all scratched out. He grity. He desired to protest against the inuendoes which had be no thrown out against was peculiar in covering with ink every word erased, so that it could not be readine verse or constrouch stal

"The remark of the child led him to speak of his custour, and he said This I regard as one chief excellence of my preaching, if I have any! "He continued," I have a plain figure which I use in the study; it will not do for the public ear it serves to llustrate my point. If you put two swingling a pon a hetchel, you can ride to Boston on it ; but if you pull out may cover up the truth with ornament and words till conscience cannot be reach d. You want pull out the tow. The points are the fruin ; pull out the tow and let proper view of it. And he could only say, that

HOUSE OF ASSEMBLY.

Mr. Kerr's Railway Debenture Bill resumed

would do more execution.

to put a stop to further excussion, at leas, without the consent of the House. The power deligated by the House to the Government in 856 was one of an extraordinary quaracters. in the hards of the House as that of the Gav-

Mr. Gitt. Manu said he expected to have hear

matters; since that period he (Mr. A.) had found a great deal of fault, but had made no specific charges of any kind which could be answered (Mr. Anglin, I made no specific charges, because I did not think this a proper time; there are many important ones which could be made, but now is not the time for them.) When the hon, member asked the House to vote for the Bill on the grounds that the public money had been squandered, if he knew of any case where this had occurred, he should have stated it. He (Mr. G.) wanted to be shewn where the money was squandered before he was prepared to vote for the Bill.— The hon, member for St. John had attached great importance to the subject of taxation.

Did the people of this country expect to build Railroads without being taxed for it? he thought not. He had always been jealous of the expenditure on this road; he looked upon it as giving one portion of the Province more than its share of public money; but he believ. ed the money had been well expended. Com mittee after committee had investigated every matter connected with its and if any thing wrong had occurred it would have been made known. The Hon, Mr. Gray, a member of the Opposition in 1860, who was then appointed on an Investigation Committee of this kind, after a most thorough investigation, had stated. in his report, that he found nothing in the management of the Railway to censure! He believed the Government would not issue debentures in future, or incur any further construction expense on the road without the approbation of the House. He was not over fond of the Government, nor had he any cause to be; but he believed they were not either extrayagant on reckless! They had been guilty of many things with which he could not agree;

HON. ATTORNEY GENERAL: The ideas advanced by the hou member for St. John, were not new to this House. They had been pubdished to the Country, and retuted so often, that they might be said to have become stereotyped. There was no charge of traud or pe-culation, nothing but favoritism this might be, or might not, it was a subject which acmember, for St. John, as stated by the hou. member, for Charlottee (Mr. Gillmor). Committees had investigated the whole subject. might be something of the kind, and he was rather surprised, than otherwise, that nothing of the kind was discovered. He was not prepared to stat- that there had been no mismau-

The public ordained that the Road should be built, and the Government had to do it. There was no choice lett for them but to move on, or let the tide of public opinion roll over them. His own convictor was, and had aloff, if it had not a for of Railway within its borders. The Province was not however, in any inextricable difficulty With prudence it could work along, and soon get out of debt; and its good faith and char eter be preserved abroad. These he had no hesitation in saying most be kept up at all hazards. Mr. Light had been brought up, again and again. It was high time to let rim alone, the Government were not responsible for his sins surely. They found him in office when they came into power, and only continued has there. Every one knew how difficult it was for a Government to change an officer of that character, without having all kinds of imputations made against them. There was also another reason for doing so. Contractors were constantly making large claims against the Government for extra party who had made the contracts, and the it would have been highly impolitic to have General's) own experience had taught him to believe Mr. Light was a man of much ability, him. Since his employment on this Road,

situation under the Imperial Government, with a salary of £1500.

There was one fact connected with our road which disproved all the charges brought against it; and that was, that we had a road equal to sey on the con inent of America -which had cost no more than any other road if but on the contrary; considerable I san han the most of them. The gons member for St. John stated that he had no confidence to the Government—well the Government had no confidence in him either, and there it was. He did not agree with the hon, member for Charlotte that the Bill was an attack upon the Government. It was not certainly, put forward as such, and he thought that non, gentleman did not take a he would vote as willingly for it as against it.

Mr. Anglin said, the Hon. Attorney General seemed anxious to create the impression
that he (Mr. A) had tried to impugn Mr. Light's engracter. There was no doubt Mr. Light had done wrong but he was more to be pitted than blamed i The reports he had forth by the Government, and they alone were ac ountable to the public for the accuracy of those accounts. In the matter of the grade the Government were alone responsible. As previously stated, the law perticularly speci-

By the passage of the Bill, all authority to gxtend our Railways, under any circumstances, would be taken away from the Government; and he wished to know if the House intended to do away with this Law; if so, the Bill would certain ly have this effect. If the Bill, on the other hand, was a want of confidence question, it shewed the Opposition did not expect to succeed this year, as if they did, they were merely trying to deprive themselves of the power they new sought to take from the present Government. There were no grounds, however, on which to deal with it as a want of confidence question. That hon. members should take the first ground, viz; that we to stand in the position of a country whose which impeded the country's progress would be removed; and he would not consent to pass a be in a position to build Railways. The Railway we had was no test of the capacity of our Railways in a paying point of view. To give complete. They must be extended, so as to con-nect our different ports, and into the interior of our country, as well to facilitate the develope-ment of its resources; additional taxes would be required for this, but it was easy for people to pay taxes where they had every tacility af-forded them for making money; and he believed that if our Railroads were properly extended, all classes would feel the benefit so sensibly, as to pay with greater case a shilling tax then, than they do a penny now Ridol W 191021 o

SATURDAY, March 22. BILL RELATING TO RAILWAY DEBENTURES.

House IN COMMITTEE. Mr. Speaken said, that during the debate but for the management of Railway mutters he of yesterday, the whole Railway pulley had come up; and as there was a certain degree of responsibility attached to those bon, members who voted for the construction of Railways in his Province, he was willing to take his share of it and in order to explain his position, and also that of other members, he desired to go fully into the question. Now, this bill proposed to suspend Kailway operations entirely; but of this point he would speak more particularly before he closed. He did not agree with chose who declared Rail ways rumous to the country; but he did agree that under present circumstances, it was prudent for us to refesio from further expenditure for a time. He had no sympathy with poses of general benefit, or had no good results followed the contraction of that debt. Now, he held that the construction of this that, by drainage, would become productive and valuable, a prudent man would go in debt soit, capable of improvement, then the money spent in endeavoring to render it productive would be, in a manner, lost. Now, if this If contended that the country was capable of improvement, as much so, or more, than the other Provinces and a great portion of the United States. The surrounding countries were making efforts to advance, commercially and socially, and it we did not wish to be completely distanced on the road of progress, it was absolutely necessary for us to keep pace with our neighbors. He was not one of those who believed he country was retrograding .-Here was one fact to which he would draw the work, and other reasons. Mr. Light was the attention of hone members, and that was, that in the last ten years the population has vinon y person who could successfully dispute creased 30 per cent., while the products of the unjust claims; and under such excumstances country had increased 50 per cent. This fact was one strong proof that the country was cadismissed him, and thus had the Chief Engi- pable of improvement. To go to another neer arraigned against them. His (Attorney penit; he believed that in roads, bridges, and wealth that did not show itself, this country States, Canada, or Nova Scotia. They must his career had not been backward. Then he The enjoyment of inxuries by the people was only got £500 an ear, from the Government of an evidence of outlivared takte and feeling : this Province; while he was now holding as there was something more than muterial sition and advancement of a grunny; the tone and feeling of the people must be taken into account. The cry is raised that the Profor Railway construction of and that the people

the same argum me might be apple deto great Such was the state of feeling throughout the country a few years ago, that it was impossible to resist the opinion in taxor of Railway conminds of the people. The country was de erminds of the people. The country was de erminds do have Ralways; the people saw other
hands moving on, and progressing, while we
were standing still; and our young men, the very bone and smew of the Province left for vision was made for abrancht the North Shore other and more enterprising ti his of labor. " They would not support the Bill. Trey wait-Tals was to be regretted; because it was better to keep one native in the country than import two raw and unacclimated foreigners. It was impossible to calculate the amount of evil that arose from this emigration from our shores; the son went, and then he would write of 1856; and he was not prepared to go for a to his paretts, his bruthers and sisters, and measure to abolish Legislation on this subfies that no alteration in the grades should be made, without the approval of the Government. The grade as already shown, was a feet to the mile. Mr. Light in his report in 1858 said that owing to the grades having been left steeper than his in one or two integrates it had increased the express. In the stances it had increased the express.

whether the circumstances of the country were that in the present state of the money market such as to warrant further Railway extensions. the loan can be negotiated in London at 3 per cent. But he (Mr. Chandler) would take the higher sum again and make his calculation at per mile and the interest at 34 per cent. the liability of this P-ovince would not exceed £56,000 a year, even assuming that the road would not pay more than the working ex-

He would quote from another portion of Ma

Chandler's exposition as follows :-"He would say a few words more in refer ence to the cost. The Hon. Mr. Young one the Canadian delegation, was a practical main possessing much information respecting Railways, not by theory, but from experience. In fact, he was probably better informed as to the cost of Railways than any other man i £6000 per mile an ample provision for the experience of the Saint Andrews line. It was all under contract, and the actual cost of the line would not exceed £4000 per mile : and : was his (Hon, Mr. Chandler's) opinion that the cost of the line would not exceed £3,500 per

Now, here was the estimate of Mr. Chandle n 1852 and subsequent experience in all the Provinces has proven that calculation fair within the mark ... Now he (Mr. Speek-r) with hold no government responsible for the esti-mate of the probable cost of any work. It was impossible to foresee every contingency in a work of any extent; and he would diffe any hon, member to point out any railway in the world that had been constructed for any thing like the original estimate. The fact that cost invariably exceeded the estimates; was, ny extensive umlertaking. Take house buildog for instance; a man might contract for of e ment. Now, the railway had been constructed; it had cost a large som, beyond the 'estimate; and the grand question was, had the work been conducted economically, and is the commenced and carried on as the publiclinquality an equivalent to the cost? and again, reverse shall require. that in conducting a public work the government should not be placed on the same fout- ting off extensions. Railway was one great step along the road of ing with a private company. It is the dity progress; and in this country, with only 250,progress; and in this country, with only 250,000 inhabitants, yet capable of sustaining
5,000,000, there was ample from for improvement. It was like this: If a man has a farm them. Safety should be first taken into account and let the cost be a secondry considerato raise the means of making those improve- and public works were erected in Great Ibiments; knowing that the ultimate produce tain. There they had a regard for public would ten fold compensate for the outlay, safety, to the fullest extent. But in the United But if the farm was not, from the nature of its | States it was different. In that country therewas not the attachment to homesteads that existed in England; neither were the principles of safety carried out. What was done in Bri country can be improved, the people are Lain, was done as well for succeeding generajustified in raising the means to effect such tions as for the present; while in the United improvement; and if it is not improveable, States the consideration was only for the day then would it be folly to make the attempt. Now, he had heard a man competent to judge Now, he had heard a man, competent to judge, say that there was no road in the United States. except one in Philadelphia, that, for quality, could at all compare with ours; and yet the cost of our line was not so great as the average

ledged that ours was vastly superior. the greater grade on our Road was only 15 to was proportionalely richer thigs the United person at all competent to form an ordinar upon the principles of cause and effect that the take ut? consideration the number of planes, steep r the grade the greater the fraction; and the amount of plate, and other luxuries that consequently the wear of the rad is to proportion of enjoyed by the preceding generation. (In to such friction. And, egain, the curves tion to such friction. And, again, the curves radius than on ours; and consequently there was much greater danger of running off the wealth to be considered, in calculating the consistency, on the former than the latter mentioned of double speed-superior from the fact of the proper light it was not by any means so give this it was duty becessary to refer to the fact curves not being so short-superior in respect one as was represented. Just but any person, that the Company had an enormous and exwould be bette boff without the Rold! Now, its permanent character, the cost of in uniternance would be much less. Nova Scotia had roads, and bringes, and other channels of pub- built an inferior Road; and yet it cost as much e communication, and agents of softweenence, as ours, shand they had striven to the as ere Yet the people would not do without these monical as possible. All those matters were evid nee that the construction of our Road was conducted with a due regard to economy, Now a few words regarding his rartw v builcy. struction; il seemed to be the resonant a dish e He had always been up advocate for prudem to advance that at that time, pervaded the Rulway construction. When the Rulway

of 1856; and he was not prepared to ga for a

werts and their families, who have taken re- hou, gentleman (Mr. A.) to say that up to a House. Others viewed it entirely as a question to negotiate loans for Canada, was of the opinion agree to any great Trunk Line of Railway St. John, where it was shown that there was that will not connect the Eastern parts of this one part of the line upon which the grade Province with the American frontier as well was steeper than upon any other part, and it as the Canadas."

> himself and five others. It would be observed that his object was to provide for the Eastern section of the country. and it was most important that we should be

> connected with ourselves. He advocated this steamboat communications, had proved that ne was right. The Government prepared mother words, to provide for extension. In 854 the Railway feeling had grown exceednigly warm, and Mr. Fisher was delegated to go to England and make arrangements for hat when a member of the Government he laimed that the section of the county he rethink that either branch would be constructed. cause the sum of £50,000, that was named for the purpose, would be entirely insufficient; justice. The law was so prepared that the and expedient to do so. It was so provided ime; and postpone for an indefinite period elicton or Miramichi. It was prodent that inv such provision it would have been in upon the second section. The section wart

extensions to Woodstock via Fredericton; and from some point on the Shediac line to Mi-

expedition; then, such further lines shall be

There was another point in connection with as the mover said at the time that he had no intention or desire that it should be so contion. It was on this principle that railways sidered. The resolution moved by Mr. Gill-

"Resolved .- As the opinion of this House. That in the present state, and future prospects, of the public finances, it is not extedient that he Government should proceed with the survey, nor with the construction, of the extenons of the Railways from Fredericton to Woods ock, and from the Bend or Shediac to-

on was carried, but he found his hon, col- zed; and they commenced Railway operations eague voting in the negative. The object of in violation of the law. They did not at first the resolution was merely to confirm the views. of the Government. It was worthy of remark. cost of similar roads in the States and else- that in the resolution not a word was said where. The question then arises has it cost about the extension to the State of M ine; and more than it ought to have cost? He thought the reason was obvious, it was because that there was ample evidence to prove that it had awas the branch in which the County of Charnot. Had it cost more than the Nova Scotia lotte was interested. Mr. Gillmor had exroad? No, and yet it was universally acknow- tended his fistering care over other sections. dged that ours was vastly superior. of the Province but had left the Maine branch. Unless it might be argued that the Nova- to take care of itself. In voting for this reso-Scotia Ro. d was as good as ours, he would lution Mr. Kerr opposed striking off the state some undeniable facts. First, on the branches while he (Mr. Speaker) voted for Nova Scotia Road she average speed was only hot proceeding with them. Now, it, instead of 30 miles per hour; ou our Road it was 60; the Bill before the Committee, Mr. Kerr would move a resolution similar in effect to that the mile; while on the Nova Scotia line it was moved by Mr. Gillmor, he thought it would 80 feet. Now it must be apparent to every meet with the hearty support of the Houses -I would not be a padent course to undo all previous tegislation, when the desired object uld be, as well, gain a by a simple resolution. He would not vote for the Bitt, but would for such a resolution as he suggested. He would oppose going on with the line from Shediac to Miramichi, until cur finances recovered from the recent shock of circumstances. nature; when all things were vi wed in their calculate the am unt of money that had been expended on roads and bridges during the last 30 years; and they would find that it was a most energious suin, and all this hinney came out of the proceeds of he twiff. But would the people be withing to do wishout those roads and bridges in order to keep the tareff thown? | and the European and North American R. ilwould they lay uside all these advantages it. order to be relieved from taxa ion? No, e was confident that the people fell that the bone fits derived were of far more importance than the consideration of the tax. Of he ry of taxa tion done very well to make publical capita

out of, but when the matter was hely explained to the people they would not find tault because a tax, necessary to maintain and inprove he condition of the country, was imposed. In respect to the general improvement of he country, we were daily advancing; the haracter of our roads and bridges were far former times, the material used was of an inferior quality; the study was to exect a fabric out of the cheapest material, at the smallest possible cost; and the result was, that they been completely changed. The policy that receipted, he would not do it; but he would not the it; but he would not do it; but he would not the it; but he would not do it It would be seen that, in the first place, the greate the reverse; bridges were now built the restinate was said that the estimate was seed on the grade bring 45 feet to the mile, are the most careful surveys. In the next the most careful surveys. In the next the most careful surveys. In the next the port they stultified the former one, and report they stultified the former one, and restinated an excess over the former estimate, and restinated an excess over the former estimate, cover the expense of reducing the grade, the grade and so far the reverse; bridges were now built the first place, the first place, the first place, the Government of that time introduced a resolution in order to obtain the views of the House; given place to cedar and stone, and the reverse; bridges were now built the first place, the first place, the first place, the first place, the Government of that time introduced a resolution in order to obtain the views of the House; given place to cedar and stone, and the reverse; bridges were now built was the deviation of that time introduced a resolution in order to obtain the views of the House; given place to cedar and stone, and the resolution in order to obtain the views of the House; given place to cedar and stone, and the resolution in order to obtain the views of the House; given place to cedar and stone, and the resolution in order to obtain the views of the House; given place to cedar and stone, and the resolution in order to obtain the views of the House; given place to cedar and stone, and the resolution in order to obtain the views of the House; given place to cedar and stone, and the resolution in order to obtain the views of the House; given place to cedar and stone, and the resolution in order to obtain the views of the House; given place to cedar and stone, and the resolution in order to obtain the views of the House; given place to cedar and stone, and the resolution in order to obtain the views of the House. With reference to construction in order to obtain the views of the

was explained that this would mar the work-This amendment was supported only by ing of the Road, masmuch as there would have o be a greater amount of power put on than was requisite on any other part of the line, in order to overcome that grade; and in view of this difficulty, the Executive concluded to equalize it, and accordingly sanctioned additional expenditure for that purpose. But to attack sectional cost was not a fair way to test the question as to whether the ultimate cost was greater than the value of the whole work Now, he had no hesitation in saying that our Boad was worth \$4,000 per mile more than the Nova S otia Road, in point of quality of structure, speed, and cost of maintenance. But he would not go so for as to say that no

mistakes had been made by the Engineer. If the same work had to be again constructed no

doubt past experience would suggest measures

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through which savings might be effected. It was not fair argument to assert that the Government should be reponsible for every act of he Engineers; as was implied by the remarks of the non. member for St. John, (Mr. Anglin) Suppose that the Government should appoint Road Commissioners, and those Commissioners should employ the hon member to perform any service, would the Government justly be responsible for his act? He (Mr. Speaker) thought not. It was the duty of the Government, when conducting a great public work, to employ the best men, whose services they could obtain as Commissioners. [Here some they had done so.] Mr. Speaker resumed. Wel' one of their choice was Mr. Jardine, who, extension When the Railway Bill was under it would, he thought, be acknowledged was a consideration in 1856, a discussion took place good and competent man, and possessed the confidence of the sould men of the Country. Here Mr. DesBrisay asked, if Mr. Jaidine could be elected for the County of St. John.] line from Shedian to Saint John; and also Mr. Speaker continued, and said, that those wng took objection should pount to a more fitting man; he should like to see him. But as r gards the confidence of the people in Mr. Judine, he thought, there was pretty good evidence of the fact. He was appointed Presicent of some of the most important Companies in the Province; he was President, he lieved, of the Gas Company; and at-o the Telegraph Company; and was a Bank Direcor, and held an office in the Board of Agriculure ; and to those situations he was exceed by the people having an interest in those concerns. There was a difference in the mental Upon the vote being taken on this proposed | constitution of men, some were eminently quacharacter of the structure equal to that of other amendment it was lost. It would be seen that lifted for a certain position; and others for the doctrine that, because a country was in debt, it was on the road to ruin. The questions he could answer in the affirmation; and among the number of a different nature. Perhaps the debt, it was on the road to ruin. The questions he could answer in the affirmation; and among the number of a different nature. Perhaps the infavor of imitation; and among the number of a different nature. Before proceeding further, in the arm was Mr. Kerr and this amendment were not another of a different nature. Perhaps the infavor of imitation; and among the number of a different nature. Perhaps the sum of the road to ruin. The questions he could answer in the affirmation was, had the debt been incurred for purin what an awkward position Mr. Kerr would probably, did Mr. Jardine possess the curidihave placed himself by voting in favor of cut- tion and the flowing eloquence of Mr. DesBrisay, he might be able to gain his election for the City and County of Saint John. Mr. this question to which he would refer. The next Anglin, remarked, that it was well understood session Mr. Gillmer moved a resolution, but it in St. John, how Mr. Jardine got elected to was not considered a want of confidence motion, in the Presidency of the Institutions named, but ne would say nothing about that, as it had no connection with the matter under consideration.] Mr. Speaker went on to say, that so far as Raiiway construction was concerned, he was willing to bear his share of the responsibility; and he was not sorry that the work had been proceeded with. It had been said that Mr. Light was not a competent Engineer. He would see who had to bear the responsibility of appointing him. He would show that the gentleman in question, was chosen by a previous Government. In 1856 there was a dissolution, and a new electroa followed. The Upon the question being taken the resolu-

> ler the other; so it was not Commissioners that employed Mr. Light, but the Government of that day. The next winter the house met and upon a test question it was 20 to 20 and so it remained for some time, but finally turned to 21 to 19, and another disolution followed; an election. was run and the very men that formed the Government in 1856 were returned. In refurning to the House in June we found that a piece of road had been constructed, and as it was necessary to go on with the work, the new Government thought it desir ble to retain the services of Mr. Light who had superintended the construct on of the portion built; because he had made estimates and drawn plans, and und istund the nature of the contracts that had been entered into for the com, I-tion of certain portions of the work. Regarding Mr. Light's capability, which has been impugated in some quarters, he (Mr. Speaker) had no hesitation in saying that he believed that gentleman was is competent as any of the E gineers in the employ of Peto. Brassey, Betts & Co., and in derstood the nature of the country, and the ch racter of the people bester. In proof of , en-ive staff; and the look at the locations ghe en under the direction and superincenlance of Mr. Gifes. With reference to the Government and the Jackson contract, he wished the House to bear in mind that the conor of m de at that time was between Jackson way Company; and not with the Government. the Company pleuged themselves to do certain things, and Jackson the same; and as regards the construction of the contract, it was p rfect : but the Company did not fulfil their art of the engagement, and it appeared that

Gray and Chandler Government was organi-

appoint Commissioners, but Mr. Gray took

charge of one end of the line, and Mr. Chand-

Jackson took ad anvage of their reglect. Jacksoff himself held two thirds of the stock and was virtually the con pany. It has been said the Government of which I was a member, was responsible for the act of buying our Jackson 2 Co. It is true that Government did enter haracter of our roads and bridges were far into an arrangement but took no steps to car-operior to those constructed from years ago, by it out, and it was clear that if the succeding government did not approve of the purchase it was competent for them to) epcal the law. But instead of so doing they immediately commenced operations in an illegal manner. were continually out of repair, and the annual o come back to the question of the propriety cost of keeping a hem in passable order, in a of he construction of the present road, if he few years, amounted to as muchous the origin could with one breath, sweep away the road nal cost of construction. This system had and get back all the Provincial debentures

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