

sembles putting into market the attractions of the one sex and the esteem of the other by means of the letter postage system, and exorbitancy in the prices of the articles? There is reason enough to exclaim against letter writing on such occasions, on the ground that the license likely to be taken and the abuse which cannot fail to attend the practice, might prove highly offensive to individuals, and disastrous to the peace of communities. It rejoices one to believe that these *accompaniments* to Tea meetings, &c. are very rare in our country, and that all who have a regard for christianity will resolutely discountenance them. What if some of the irreligious and some paralytic christian "will give in no other way," can we not better do without their money than expatriate religion or turn it into gambling? Low indeed is religion degraded when associated in men's minds with the ingenious trickery of swindling! If fraud and extortion be driven away from any sphere, let them be banished forthwith, from that of religious effort. It is but strange *hallucination* to dream that Christ requires such service as that of amalgamating with His cause arts which distinctly belong to the kingdom of darkness. A solemn interdiction may be found in the question, "Who hath required this at your hand?" My remarks here will be understood to be aimed only against *abuses*; where these do not exist disparagement is neither stated nor implied. I would earnestly caution the friends of the Saviour against the great danger of overstepping the boundaries of right, when the mind is bent on getting money by all means. Under the semblance of service to the Redeemer, Satan may be effectively served; and he will be most happy to give his aid to deceive professors of religion. The idea of evil in these matters is not visionary. Under the mock appellation of purchaser, things are borne from the sales-rooms, which if deposited under lock and key in mountain caverns of the moon, would be of equal use to the cheated possessors. Nor are the victims of a shrewd policy unconscious of the imposition. They sometimes depart, exclaiming against the cunning of Lady managers and invoking curses on arch auctioneers—they perceive that they have only been very cleverly robbed. Carry out the *voluntary principle* as far as you please on such occasions. Open subscriptions and make a proper use of the interest awakened in the object, if such methods *must* be continued, but do not cheat even for a good cause. I of course utter no reproach against Sales-women as a class, or against the generous and zealous efforts of females in general in favor of benevolent enterprizes. Who expects a cause to prosper, which enlists not the sympathy and persevering aid of woman? But one does not like to hear unfavorable epithets applied to females as if they could possibly verge to dishonesty. If there be any of the remotest ground of fear lest the trade in gawags,—the taking money for less than its value, should lead to habits of deception and thus deteriorate female character, there is cause of alarm. Should it be found necessary in the future progress of our religious societies to use the superior address of females in disposing of products for religious purposes at advanced prices, perhaps some foresighted philanthropist will propose the erection of suitable buildings in the various communities, to be permanently occupied for such purposes.—The method and principle of procedure would then be better understood. At any rate it will be admitted that artificial stimulants are necessary only in a diseased state of Society; and that applying diseased remedies, the disease will be likely to increase. A clear statement, made by agents if necessary, of the merits of any cause, should bring a response in adequate contributions. Of the hundreds who flock to Tea meetings and Bazaars, how many pay their money from a conscientious regard to the *claims of the object*? Were they to give but a "Shilling in the pound" from any other than a motley mixture of motives, they would taste the pleasure of giving rightly, the principle of benevolence not of selfishness would be in some degree cultivated, they would be the better for giving and might ultimately form the habit of benevolence.—By unwholesome appliances the efficacy of right means is destroyed. It is vastly more beneficial to religion, to act on Scriptural principles, tho' meeting houses and all their appurtenances, as well as other houses and other objects, receive for the present less adornment and diminished funds. In any case let professors of religion act religiously.

Provincial Legislature.

HOUSE OF ASSEMBLY, WEDNESDAY, FEB. 2.

RAILWAY BILLS—SECOND READING.

[Facts from Mr. HOWE'S Speech.]

As a Nova Scotian,—looking to the future of my country, I will never consent to give to a Company of speculators beyond our control, residing outside our

border, the entire control of a work so extensive as this. Now, let me ask, if you had your choice to-morrow to build this Railway on equal terms,—and I shall bye and by show you that the terms are not equal—it is to be controlled and managed by your Executive Council responsible to this House and the country for its acts, or to give it in charge to strangers, English Speculators who are to have the sole control of the line from Halifax to Hamilton—they not being natives of the Province, their interests and feelings not assimilating with the interests and feelings of this people, which would be your choice? You may adopt the latter, but my hand shall never be set to the bargain, nor can my heart or conscience ratify the Contract; and the day will come when the Legislature of this country shall regard the act with abhorrence. The people of this Province have been accustomed to free roads all their lives; would you rob them of their only chance of having a free Railway? Would you upraise in the heart of their country a monopoly that would certainly control their Legislature, and wrest from them every particle of power, and leave them but little of liberty.

Then, Sir, whether this work be constructed by Messrs. Jackson & Co. or Messrs. Sykes & Co., let us make it upon the principle which this Legislature sanctioned after full debates for two sessions, and with which the minds of the people are now familiarised. I do not believe that their dislike to these monopolies will subside, but I do conclude that it will grow with their growth and strengthen with each new contemplation of the evil it works, here and elsewhere. And, let the Hon. and learned gentleman apprehend from the power and influence of the Executive what he will, I know that no government, obliged to fight for every principle and detail of its measures face to face with the country, can exist of which we need be afraid. If these Directors, to whom this work is to be handed over were forced to go upon the hustings every four years; to explain and justify their actions to the people, I should fear their power but little. Appointed, however, by Mr. Jackson and his friends, entirely beyond our control, they may invade our rights and set us at defiance; waste the funds, mismanage the work after its construction, and you have no remedy,—for you are in a minority at the Board of Directors forever. Contrast this state of affairs with that before described,—a mighty piece of reproductive property within her own bosom, belonging to herself—led by her own Legislature, and it operated upon by the people.

But the hon and learned gentleman said Mr. Jackson's road is to be constructed of Iron and Stone. Now, Sir, a heap of earth—is a heap of earth, whether thrown up by Jackson or Sykes; Jackson can make it nothing more, Sykes nothing less. A certain number of cubic yards of rock is quarried,—it is but the quarrying of rock whoever performs the labor. But the hon and learned gentleman does not surely mean to say that Mr. Jackson is going to run a tubular bridge across the Cornwallis river; he would be mad if he did. Why, Sir, in the United States wood is every where used where it can possibly be made available. But the hon and learned gentleman need not fear upon this point,—we are willing to embody Mr. Jackson's specification in the Bill. Again it was said that we were going to make a slop Railway. Go to an England Locomotive maker, ask him to make you a slop engine and put his name upon it—and he would laugh at you. The iron for these rails is to weigh 63 pounds per yard—that is also Jackson's weight. Fearing, however, that we might have slop iron palmed off upon us, I enquired while in England of highly creditable persons, and ascertained that we need entertain no fears upon that score, as there was not a man in England of any mark who would risk his reputation by such a procedure.—Most of these risks and difficulties lie in the fertile imagination of the hon. gentleman himself. As to the principle that a Province should not speculate in these works, I say that individual enterprise, alone, cannot compass them. Sir, if these contractors of which he speaks, will come forward and build the Railway with their own money and entire risk—much as I deprecate giving them so large a power, yet I would almost feel bound to permit them; but they will not do this; they wish to have a 3d. the whole cost supplied by the Provincial Chest, while they have all the power. The hon and learned gentleman referred to the Erie Loan as proving the impropriety of the principle for which we contend. Sir, he surely misapprehended the facts. A man named De Witt Clinton had the wit and eloquence to persuade the State of New York into constructing that work. That Empire State derives its name not only from the breadth of territory, but from the activity of its commerce and enlarged industry which this work has supported and promoted, and certainly he is in error when he states that the State Legislature is not capable of enlarging it. Even were that statement true I would deduce from it the argument—not that the principle was unsound—but that its people have degenerated. But it is not so, for I believe a Bill to enlarge this great public work has passed the State Legislature.

The hon. and learned member read some letters from Mr. Jackson or his son; let me say to him neither Mr. Jackson's nor Mr. Sykes' name is in the Bills on our table; therefore, Sir, there is no reason why, even after these Bills pass, Mr. Jackson should not be at liberty to contract for these lines. But, sir, I listened to his financial statements the other evening with much surprise, but when he began to talk of Mr. Jackson constructing the Branch Lines for a Provincial risk of £1000 per mile, I could not refrain from thinking that the hon and learned gentleman had got a little confounded. Does he undertake, seriously, and gravely, to tell this House, that Mr. Jackson is prepared to take £8000 of risk on

each mile of the Branch Lines? Sir, it is either a serious miscalculation or an entire mistake. In all fairness and frankness, then, would I place the sound calculations of Mr. McNab, beside those of the hon. and learned gentleman, and allow the House to testify the accuracy of both. Mr. McNab proposes to issue but £20,077 in Province Paper, redeemable in specie,—£100,000 by the Savings Bank at 4 per cent. interest, and to dispose of Provincial Bonds amounting to £273,000 the premium gained upon which, computing it at 10 per cent. would be £27,300—which sums combined make £451,000. Now, if we construct the Branch lines alone, the whole cost, 130 miles at £5,200 per mile £676,000; deduct from this £ or £225,000 to be taken by the contractors and the Provincial liability would then be £450,000; leaving a surplus of £333. The interest on the £100,000 at 3 per cent. amounts to £3000 interest on £373,000 at 6 per cent. £16,380—total £20,380 sterling or £25,478 currency—the annual Provincial liability under Sykes' proposition for the Trunk line. For this yearly liability the line to Amherst can be built, and our present tariff will raise sufficient revenue for that purpose without increasing it—so says Mr. McNab. Now the cost of building the three lines under Sykes' proposition is £1,440,000; 2 or Provincial liability £250,000 one half the cost under Jackson's proposition is £390,000 taking it only at £3000 per mile. But adding the cost of Iron, which Mr. Jackson stipulates for the price paid in New Brunswick, we shall have to pay £3500, or £453,000 sterling for our share of the Trunk Line. Messrs. Sykes' will do the same work for £448,000. So that if we look to the cost alone, we pay less. But there is this important difference—in one case we own two-thirds of the road, in the other but half. In the one case we control the road, and in the other we do not. In the one case we risk our money and have no chance of profit if the lines pay 10 per cent.—in the other, if the Trunk pays more than 6 per cent. you may take the surplus to pay for Branch Lines.

But the learned member for Annapolis wishes us to pay for the work in bonds, at par. Now we propose to save—

1st. Premium on Bills at 15 per cent.,	£63,375
2d. Province Paper, keeping 20,000, on hand to redeem in,	80,000
3d. One-third of interest on deposits in Savings' Bank,	33,500
	£176,875

Deduct this amount from for which Mr. Sykes' proposes to build the Trunk Line,

448,000

£271,125

This will be the entire cost of the Trunk Line under the four Bills before the House.

Those who were opposed to its details had but to vote on its second reading that it be sent to Committee of the whole House, when every gentleman would have had an opportunity of testing the House upon any clause to which he might be opposed. Sir, I regret that this course has not been pursued on public rather than personal grounds.

Now, Mr. Speaker, a few words and I am done; it has been charged upon me by my own friends that I am anxious to form a Coalition in this country, Sir, I have been placed every now and then in an awkward position in consequence of the pledges hostile to the Railway made by some of my own supporters. But let me suppose our resignations tendered, accepted and the hon. and learned Leader of the Opposition called on to form a Government. He with some of his principal officers must go to the country: when they return if each and all of them were re-elected—they would still be in a minority here and a dissolution must ensue;—when that dissolution came, sir, I should not have the slightest hesitation in taking this Railway scheme in my hand and propounding and defending it in every county in the Province,—Nor, Sir, do I feel the slightest doubt but that in the end it would float through the Legislature with a unanimity creditable and honorable to the country.—Sir, I have dealt fairly and frankly with all the learned gentleman's arguments; I have without reservation and hesitation disclosed to this House the position we occupy. I have discharged my duty to this House; to the Governor under whom I serve; to my Colleagues in office; to the party who have ever stood by me—I have dealt with this subject with a breadth that should have robbed it entirely of personality or party—the Bill is now before you; deal with it as your duty demands.

PARLIAMENTARY SUMMARY.

On Monday, after some routine business the House resumed the Railway debate—Mr. Wade opening—He had come opposed to the Northern line, but as that had fallen through, he was at liberty to choose any other measure which might benefit the Province, without risking too much. He would send the Bill to Committee, and if the demon of Party spirit did not allow it to go through, His Excellency ought to send them all about their business, and have a new House altogether.

Mr. ARCHIBALD spoke next, contrasting Jackson and Sykes' schemes, favorably to the latter. While Nova Scotia would run a little more risk, there were sound reasons why that risk should be run; and when men of such large practical experience as the Messrs. Jackson told the House that the Railroad would be a fair work for the investment of £3,500 after a first mortgage to the