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## THE LEGISLATURE.

### MR. BOYD'S SPEECH ON THE RAILWAY BILL.

Mr. Boyd said, at his advanced age, with his past experience floating before him, and feeling the great responsibility attached to his position, he might well pause and ponder before he lent himself to aid so vast an undertaking as that now submitted. No question of such magnitude had ever been presented to his view before. There was no child's play. The game of blind man's buff had been played long enough, and follow my leader was a game they could not afford to play at. When the delegates met at Quebec and talked the matter over, they concluded that instead of proposing any particular line, to make sure of the money, they would dupe the Imperial Government to leave the choice of the route to them. They knew the strong predilections the Imperial Government had for a military road, and the most remote from the frontier, and by conceding the choice, they knew, therefore, they would the more readily get the Imperial guarantee—Gold, yellow, precious, glittering gold. Well did they know the effect it had when the Hon. Joseph Howe went itinerating through the Province enticing the people in favor of the European and North American Railway. Millions of sovereigns were in the grasp of every one, if they would only put forth their grasp to take them, but by some fatal misunderstanding between the projectors and the British Government, the whole affair ended in smoke. Now, another attempt was made to dupe John Bull out of his guineas. The question had been asked, was the country able to bear the expenses of constructing this road. He did not hesitate to say it was, provided a route was defined which would be a safe commercial paying line, but in the absence of a defined route it would be like taking a leap in the dark. For one he would never commit himself to entail upon the people of the Province an enormous load of debt without any return. The statistics submitted by the Provincial Secretary were, he believed, reliable, but for all that they did not seem to him a sufficient inducement to go blindly into this matter, without knowing how much the line would cost, or where it would be located, more particularly as they were laboring under an enormous debt already. The Hon. member of York had said the taxation per head did not exceed 13s. 6d., and the Postmaster General that the railway would not impose more than 26 cent. additional per head. That looked all very well, but these were only the taxes imposed for revenue purposes, they had other local taxes and not very light ones. According to his calculation, every family averaging seven persons, man, wife, and five children, had to pay \$40 a year, including the revenue taxes. It was all very well to say that the people only paid 13s. 6d. a head, and to keep the local taxes in the shade. He was unwilling to leave the selection of the route to the Imperial Government. Why should such an offer be made to them? Was it not quite sufficient that the Province gave ample security for the money guaranteed? Let them look at the composition of the Government, and they might easily conceive what would be their fate. Two from Westmorland and Albert, who were ready to go for any line, as it would make no odds to them which way the line ran after it left their locality, as they still would be in the midst of the traffic and nothing could divert it from them. Then they had two members from Northumberland, one from Restigouche, also a member in the Governments from York, and one in Sunbury, all of whom were willing to vote for the North Shore line. Again, who had the choice of the commissioners? They were self-appointed. And the engineers were appointed by these commissioners and the Imperial Government, and they knew its predilections for the military route. Was it not presumptuous in them to attempt to legislate on a question of such magnitude without Canada and Nova Scotia? Did the promoters of the Bill expect that their legislation would have any effect on Canada or Nova Scotia? He thought not. Canada would only laugh at the folly. There was no expectation that Canada would move in the matter, and Nova Scotia dare not for there it was made a party question; here, he was happy to say, it was not. The only difference of opinion was as to the risk they were going to run by voting money for a road, the route of which was not defined. [As the representative and guardian of the interest of 250,000 people, he would not consent to do so. The Postmaster General told them that they, as loyal men, should build this road at their own expense, and show the Imperial Government they were willing to assist in the defence of their country. He (Mr. Boyd) would not allow his attachment to

Her Majesty and Government to be impugned. He was as loyal as the loyalist member in the Assembly, but he did think it strange to be told that they ought to construct this road for purely military purposes. They might as well be told that they ought to build all the forts for the defence of the Province and equip them. No, the Province was not their own; it was a British dependency. All that could be asked of them that they should assist the Imperial Government with stout hearts and arms in defending it, if ever it was assailed by a foe. Some said they would not even do that, but he believed they would fight, and that most manfully. He had another reason against trusting the Government with the control of the matter, and that was, the county of Charlotte had no representative in the Government. How was that? Charlotte was a large exporting country. It had from 35 to 40 saw-mills constantly in operation. It annually chartered a large amount of vessels to carry their lumber to Britain and to many foreign ports, and gave labor to a large number of people; and yet had no representative in the Government. Was that treating Charlotte fairly? Could the Government ask them with any show of decency to vote for an undefined route. No. Much had been said of the benefits the St. Andrews road had on the town of St. Andrews and the people of Charlotte. But he regretted that was not the case. The population of the parish of St. Andrews had largely decreased, while the town had not much improved. It is true while the railway was building things went on smoothly. Many persons had expended all they had in building wharves, stores, and dwelling houses in expectation of increased trade, but what was their position to-day? All the stores, houses, and wharves were untenanted. He was sorry to say that he was one of the unfortunate victims himself. He had also been asked, were they not building quite a number of ships in consequence of the railway in St. Andrews. They were. But for facilities afforded by the railway so many vessels would not be on the stocks in the course of construction. After some observations with regard to St. Andrews being now the best situated port for ship building in the Province, and the more hopeful condition, after the past stagnation of all labor, of many people engaged in ship building yards, the hon. member concluded by telling the following story in illustration of what he said they might expect from the contemplated railway. Many years ago, when Scotland was a kingdom, a man who had met reverses, was travelling through the country to seek his fortune; hungry and foot sore, he applied at a way-side inn for something to eat, and leave to rest his weary bones but honestly telling the "good wife" that he had no money. Seeing he was a decent sort of a body, she took him in, and then put before him some boiled eggs for his dinner. He promised faithfully before taking the road again, to return some day and pay her. Becoming prosperous in a few years, he travelled the same route and gave the landlady a call. She did not recognize him, and was astonished when he recalled the circumstances to her mind. "Losh me," quoth she, "are ye that wair body; who wad have thought it? Ye're well looking noo man." Taking out his purse he told her to pay herself. She finding him so liberal, hesitated at first, but at length said, "She couldn't just at once tell what to ask, for gin the eggs had been hatched, and brocht for chicks, and the chicks had laid eggs, and these eggs had been hatched, and brocht forth chicks and so on, his dinner wad cost a handle mair siller than they thought o'." He remonstrated at the enormous sum she at length insisted on him paying her. He quarrelled, and the consequence was an action at law. The traveller, at his wit's end as to what he should do, was advised to apply to George Buchanan, (this was the celebrated George Buchanan, commonly called the king's tool, but not less the wisest and most learned man of his day in Scotland). He did so. George told him his chances were bad, but he had better defend his suit, and he would appear in court at the proper time. Next day when the Judge was summoning up for the plaintiff, George rolled into court with a large basket of boiled peas on his arm, in a state of violent perspiration. "Well, George, what's up now, what has ye got that is raising such a steam on you?" "Ma Lord," says George, "it's a basket of boiled peas." And what are ye gaun to do wi' them—"I am gaun to saw them," quoth George.—"Saw them?" said the Judge, heard ye ever of a man sawing boiled peas. Ye ken well enough they winna grow." "O," replied George, "they'll grow as well as boiled eggs will hatch chickens." The Judge was taken aback, and immediately dismissed the case. Now he thought it would be as ridiculous to attempt to construct a railway, and expect it to pay, by the North Shore, as it would be to

sow boiled peas and expect a crop, or to look for chickens from boiled eggs. He would vote for the resolution of postponement. It was the safest course to steer, and the interests of his constituents, he was satisfied, would be best served by it.

MR. STEVENS' SPEECH.

Mr. Stevens said it had been observed by the hon. member for York, Mr. Fisher, that it has been said that little countries make little men; we may further say that dealing in small matters, such as have heretofore engaged our attention, tends to contract our minds, and causes us to look at the great measure now submitted for our consideration, with a limited vision and narrow mind, and to measure the probabilities now within our grasp, by those tests and with that capacity which we bring to bear on our local matters. Like Diogenes in his tub, we have been heretofore taken up with our own limited concerns, and are apt to see nothing beyond the little circle in which we move. The question now before the House is one of such magnitude, that it ought to call forth the exercise of the most enlarged views, for it is one which embraces the value of our North American colonies, and the principles and practical relations which should govern them as dependencies of the British Empire. The future of our Province for good or for evil is in it, and our action at this time will remain as a record to future generations, and our judgments in this matter will reflect either credit or disgrace upon us as a Legislature, and as descendants of the Anglo-Saxon race. Strange as it may be, opinions are now divided upon an object which has been earnestly sought and eagerly desired by the people of our Province as constitutionally expressed by their Representatives for the last twenty years in Legislatures composed of men who by their intellect, their eloquence, their statesmanlike views, their mercantile experiences, and their patriotic feelings, would have reflected credit on any parliament. Many of these have passed from this shifting scene and mingled with their kindred dust—we have taken their places, they have however left their record behind them, and to us is now committed the fulfillment of their hopes and aspirations, and this momentous trust, so will our names be revered, or condemned. There is now called into existence as a reality, that which has been so long looked for and hoped for, and which had the boon been granted in former years, would have been hailed with acclamations of delight and renewed expressions of devotion to our parent land. But what now is the position we assume? We start back at the offered consummation of former hopes, and as in the legend of old, tremble before the spirit of our own calling. We are asked by the resolution now offered to postpone the consideration of this Bill, to ignore all former negotiations, to stifle all previous doings, and to make manifest to the world that insincerity was in all our actions. The originators and promoters of this scheme argued that by its adoption, internal prosperity, increasing trade, settlement of our boundless lands, flow of population and a firmer connection, and more indissoluble bond of union would result from the iron band that would link our Provinces with each other and cause them to grow from small communities into one great mercantile nation. On the other hand, it is argued that taxation, absorption of our financial resources, and decimation of our country would ensue. New men of capital—men who are most to be affected by the opinions, holding adverse views—ruin pictured by the one—increasing activity in commerce and business and pursuits, as a result of the one—every department in trade foretold by others. It is not to be wondered at then that if in the conflict of opinion, we should hesitate and cast around for those evidences and circumstances which may help us in arriving at a reasonable judgment. It is time our minds were made up; the e ought to now no vacillation, no trimming of our sails to suit the ever shifting popular breath; not time serving policy should actuate our conduct; our individuality should stand forth, and having, as is our imperative duty, maturely considered this momentous matter, give to our constituents the impression that we were in earnest in our views, and that that earnestness arises from conviction forced upon our minds as to the correctness of the course we advocate. Our true duty as representatives would be to lead those who may not be expected to have given the subject the same careful thought as we have, and in a manly manner be prepared to take the consequences of our action. The Hon. ex-Attorney general Mr. Smith, occupies an independent position in this matter, he is the keystone to the opposers of this scheme, his arguments are entitled to consideration, and he has given one of the strong-

est convincing evidences of his sincerity and conviction on his mind, by sacrificing at the shrine of his conscience, not only the emoluments of his lucrative office, but also the honors of the state, and however much his constituency might dissent from his views, they would still continue to appreciate the worth of a man who had acted in so constitutional and self sacrificing a manner to give effect to his opinions. All party feelings, every desire of enlisting under party banners merely for the purpose of supporting the party in power, now should be laid aside, and casting aside every selfish and purely local interest, set ourselves to consider what, as a whole is for our country's good. Wherefore then has arisen this seeming change in public opinion? It is answered that we have had experience in Railways and the Shediac line is referred to, and other countries are pointed out where Railroads have not fulfilled expectations. Now as to the Shediac line, this we contend can form no criterion to guide our judgment; it is but part of an intended continuous line, yet to be carried out; it is as yet a line only within our province, not having the capacity to draw from the riches of other countries nor able to transport our own to them; but even as it is, it has been of vast benefit, settlements have sprung up along its line and it has enabled the ship builders in St. John to build ships amounting in value to some eighty thousand pounds as I am informed, which without this line could not have been done as the timber could not have been had without this railroad. See the employment to men this alone has given, and who would be willing to pay for the facilities of travel which are now possessed by its means and those facilities and advantages at present more particularly possessed by St. John and other places along the line, will be shared by the Province generally when once the line is extended.

As to the effect of railroad in other countries a previous speaker has shown the all beneficial results of such, and those who have travelled in Canada or the States must have gained the knowledge that from the effects of railroads, settlements are being made by manufacturing on the one side, and machinery on the other, making available the privileges and developing the resources of the country. If in some cases they have not paid their dividends to their stock, who can estimate their indirect advantages? We must be prepared to have objections made to every great undertaking either as regards the practicability of the same or the benefit to be derived. Who is unacquainted with the objections urged against the practical adaptation of steam to the making of railroads, in fact to every great work in the physical or the theory, in the scientific world. The reasonableness of such objections is, however, quite another question. When the Commissioners appointed to enquire into the building of a telegraph in Ceylon made their report, they in our modern day urged as an objection that the monkeys being so numerous, would constantly in their gambols be suspending themselves by their tails from the wires, and so direct the electric current. We might enlarge in similar instances where man judging from his present position and resources of information, has erred in his judgment, and time has disclosed the fallacies of his reasoning. So also the sanguine in the scheme before us may be mistaken, so also may be the opposers. What then can aid our judgment and reasonably incline our decision for or against the benefit of the railroad scheme? We may first lay it down as a proposition in all mercantile undertakings, that there is a certain degree of risk to be incurred. The nature of that risk in its probable chances have to be weighed; there is the risk of the gambler, who by the throw of the dice may lose his fortune, there is no calculation here, it is blind chance, but there is the healthy enterprising merchant, who while he cannot determine with absolute certainty the result of his speculation, has counted the probabilities, and makes his venture. If absolute certainty in the result of any undertaking must be demanded before we adopt it, in what position would our world now be in. History affords us many instances of triumphs over ignorance, doubts and asserted impossibilities; what then are some of the probabilities of success in the undertaking now asked of us? Is not our Province admitted to be fruitful in its resources? Is it not felt that these resources require some agency to develop them? Have we not iron, coal, wood, agriculture, products, fisheries in abundance, locked up at present within ourselves for lack of facilities for transit? May we not rationally expect an intercolonial trade with our sister Colonies with an equal tariff, which without the road we cannot have? Have we not the expectation of postal subsidies, passenger traffic and the ultimate diversion of carrying trade from its present route to the contemplated line? May we not expect the establishment of man-

ufactures, and the making available our numerous water privileges along the line? Will there not be numerous roads opened up when found necessary to the individuals to transport the labour of their hands to the great life artery, giving them a market for their manufactures and their produce? Railroads are to us as to other countries, a necessity. It is also urged that we should not incur any additional debt; now debt is a relative term, the liability and the ability to pay being considered. It is not always inexpedient to incur debt, but we should wait until our trade requires railroads. Now the expenditure of money for the building of railroads in a country bears some analogy to the expenses incurred in the education of the individual. We educate the individual to prepare him to embrace opportunities of advancement. Without such education he will be outstripped in the race by his betters. So also with a country in a position to compete favorably with others, and to present to the emigrant equal advantages. We do not expect all the anticipated results to be realized in a day, but we have faith in the increase of our country and commerce, and we should desire to be placed in such a position as to rise with that increase and growth. Such is the course of the far seeing merchant, such is the course of the prudent trader. The Hotel that is built to-day, is finished with numerous accommodations over present need, but increase of travel and population is expected. So might we illustrate further. We will not here discuss the question of route; that is not before us. When it comes up we will endeavor to deal with it, but at present the motion is to postpone the consideration of the Bill without going into its detail at all. We can only rightly consider the question of having a railway by any route. We have a right to assume that the most favorable for our Province will be selected. Are we then prepared to say by adopting the motion of the hon. member from St. John (Mr. Gullip) that we will not borrow the loan on the easy terms proposed? In so doing let us well consider—the result. If the motion is sustained we refuse to our people the opportunities of finding profitable employment. We shut off the advantages of making the present lines of railroad in our Province become more productive. We arrest the impulse naturally expected to be given to the fuller settlement of our country—to the rearing of manufactures—the making available our water privileges—the developing our resources and the prospect of ever having a communication with or outlet to the United States; and we allow ourselves to jog on in our old way, be outstripped by other countries possessing less advantages than we for internal improvement and progressive greatness. But in addition to what has been said, is there not a national aspect in which we ought to view this matter? Is there no duty which we owe to the parent state involved herein? By whom is the offer made to loan us money? Is it not by those able Statesmen, our own kinsmen, who have, in common with ourselves, the good of the Colonies at heart? And when they ask to be satisfied of our ability to pay, do they not do rightly? By so doing they guard us from involving ourselves beyond our resources. We asked the loan, and if we are unable to bear the debt, we cannot have it. If we can bear it, the Imperial Government sees the benefit to us, and also to themselves of having an intercolonial connection. Viewed in the uses of such a road for military purposes, ought we not to respond to Britain's expectations of us in this matter? The Colonies are held in connection with the parent State because they desire the connection. Commercially they are no benefit to Britain, any more than they would be if the connection was severed. It is to preserve the connection that we desire, that England expends her means to protect us. Should we not incur then some responsibility to help in facilitating that defence? If we refuse to do so, if able to assist in this respect, may England not see it to her advantage to let us go, seeing that it is by reason of our connection that England is put to expense in defending us. We feel assured that so long as the Colonies desire to be united to the parent country, and so long as the tie is one of free allegiance and loyal affection, she will be most unwilling to sever the union; but is it right for us complacently to rely on such feelings? Shall we not rather strive to embrace such means as shall enable us to grow from our present condition to that of a mercantile nation, bound together in bonds of commercial and national interests, and becoming increasingly great. Shall we allow ourselves to be outstripped by inferior nations? Let us well count the consequence of our decision this day. He need not dwell or enlarge on the statistics of the Province, other speakers have already adverted to them, and they will again be considered by others who are better prepared to set them clearly before