

## Provincial Parliament.

(Chiefly from the City Papers.)

## HOUSE OF ASSEMBLY.

MONDAY, February 10.

## TOWN PROPERTY.

Mr. Hall, from the Committee, to whom was referred the Chapter of the Revised Laws relating to Town Property, reported the Bill with amendments.

## PETITIONS.

Several petitions were presented.

## ROAD TO GUYSBORO'.

Mr. McDonald presented a petition from the inhabitants of the West River, St. Mary's, for aid to the great Eastern Road.

Mr. Marshall moved that the petition lay on the table until the Committee of Supply opens, when he will move for a special grant. The motion was agreed to.

## FISHING ON SABLE ISLAND.

Mr. Freeman presented a petition from a number of persons associated together in Liverpool, for leave to fish near Sable Island, and to land if necessary, and put up tents. The petition was referred to Messrs. Marshall, Johnston, McKenna, Snow, and Martell.

## BRIDGE OVER RIVER PHILIP.

Mr. Fulton asked leave to present a Petition from a number of the inhabitants of Cumberland asking aid towards building a Bridge over River Philip in order that the communication between Amherst and Pugwash might be relieved of the obstruction at present existing on account of that river being crossed only by a ferry. The Petition was referred to the members for the County.

## OFFICIAL PAPERS.

Hon Attorney General laid on the table of the House the memorial of Samuel Richardson, Teacher of Sydney Academy, praying payment of a balance due him and complaining that the report of last session had not been complied with, which was referred to the committee on Education. Also the annual report of the Trustees of the Wesleyan Sackville Acad. my—referred to the Committee. Hon. G. B. Young presented the petition of the Trustees of Pictou Academy. Also the petition of the Ladies of Pictou in favour of the Infant School: both of which were referred to Committee on Education. Mr. Fulton asked to present a Petition from the SACKVILLE ACADEMY asking a continuance of the usual grant to that Institution. Referred to Committee.

## PICTOU COMPANY.

Mr. Blackadar said he held in his hand the draft of a bill, which, if it passed into law, would tend much to develop the resources of the Province, and increase the revenue of the country. The bill was to be entitled "an act to incorporate a Company in the town of Pictou under the name of the Pictou Fishing and Trading Company. The bill was read a first time and referred to Messrs. Young, Marshall, and Campbell.

## THE RAILWAY QUESTION.

Mr. Dickey rose to present a petition on a subject of more importance than any which had ever agitated this Legislature. The petition was from R. B. Dickey, one of the Executive committee of the Portland Railway—setting out the resolution passed at the Portland Convention—the subsequent proceedings—and praying the passage of an Act of Incorporation of himself and such others as the Legislature might deem expedient to carry out the work. The petition was received and laid on the table. Mr. Dickey also asked leave to introduce a Bill to carry out the prayer of the petition. Leave was granted and the bill read a first time. Hon. J. W. Johnston said that he congratulated the house that the subject of the Railway had at length been placed before the house in a practical manner. He had to complain that on a previous day the government had pursued a course which made the Railway a party question, and most unscrupulous efforts were being made to throw odium on those who opposed a passage in the address. The hon. Attorney General did not scruple the other day to say that he was the friend of the Railway, and that I was its enemy—an assertion which will be tested on the bill now before the house. This bill for the first time lays a practical project before the Legislature, and we shall see how the true friends of the Railway will support it. Mr. Marshall was also glad that a measure to forward the Railway had been at length introduced in conformity with the views of the Portland Convention. He really did feel now that something would be done—that the Railway would now be built—as a bill had been introduced in the only proper mode that this work should be commenced: namely, by the people—not by the Government. Hon. Attorney General: I am not aware that I ever asserted that the hon. member for Annapolis was opposed to and in favour of Railways. With this observation let us now, sir, review what has occurred; I attended the Portland Convention anxious to promote the European and North American Railway; after my return a meeting

took place in Halifax, Members of the Government attended, attempts were made to elicit from the persons assembled an expression of opinion touching the work, when it was ascertained that the people of Halifax County were all in favour of this Railway being carried out as a Provincial work. The Executive Committee of the Portland Delegation were formed for the purpose of maturing an act of Incorporation for a company, not only to carry out this line but also to ascertain whether the home government would be disposed to transport their mails and troops over it when made; and also to secure the aid of this Legislature, towards the undertaking by grants of money and of land. The members of the Executive Government determined to assume the responsibility of the subject, and to lend their aid in the way most likely to insure success. The present delegate was sent to ascertain whether the British Government would be disposed to assist by yielding to the work the transport of mails and troops, what pecuniary aid they were disposed to afford, and upon what terms and in fact whether they would co-operate at all in building a road in the direction in which this line was to run. Under these circumstances was not the Governor justified in corresponding with the proper authorities and in sending a delegate home. Having done so can you with propriety ask him to take any step, to propound any measure to the House, while the negotiations are still pending and before the necessary information has been submitted to him, is he not justifiable in delaying until the negotiations have closed. All I now require of this Legislature is, that it shall delay passing final judgment upon the Bill presented until the result of Mr. Howe's mission be communicated to them, and the negotiations closed; whether they be such as warrant further action will then be ascertained. Hon. Mr. Young said that whatever had been done out of doors or at Portland, did not bind this House. He did not believe that any feeling existed in the house on the subject, nay, he assured the hon. member for Annapolis that it was not intended, either in the Speech or in the address in answer to it, and if either were susceptible of such a construction he regretted it. He considered this movement premature, however, because no answer had yet been received to our application to the Home Government. He contended that the house were perfectly unpledged and free, as regarded supporting the undertaking as a provincial work. I will pause to consider long before I would embark in any plan of operations by which the revenue of the people would be pledged for all the funds required. At the same time such an arrangement may be made with the Colonial Secretary, that this house will be glad, unanimously, to carry it out under the auspices and subject to the control of the Provincial Government. I deprecate hasty action. All I ask is reasonable delay. To go on now, and fetter future action, will make the house stultify itself, and place it in a position inconsistent with their address to the Lieutenant Governor. Mr. Marshall considered that it was a bad rule that would not work both ways. When the answer to the Governor's address was passed, I wished it to be so modified that I could vote for it. What was the answer we received from the government, "you want to delay the scheme," "you are unfavourable to railways." Now, we have patiently waited for some action to be taken by the party in power, and finding they are determined to do nothing, we offer an act of incorporation to form a Joint Stock Company, and we are now asked by the members of Government to "wait until a tangible scheme comes from the other side of the water." Surely! those who ask us to do this are not serious. They have let the railway go to sleep. They are at a loss to know what course to pursue; and they would rather sacrifice the whole scheme than let others move in the matter. This house must not wait longer; we must let this scheme slumber no longer; we must act at once. The country expect it at our hands, and if the Government oppose us, let them abide the consequences; if they have sent a delegate to England they should have laid before us his instructions. As they have not done so, we must judge of the mission by the acts of the delegate. Mr. Fulton: there is an old saying "that delays are dangerous." I supported the address in answer to the opening speech, but in doing so I frankly avowed that I should hold myself free to support the construction of the railroad by any means, even independent of the Government. On that reservation I now act. I did expect that we should have had some more information on the subject than we have had; and I think we should have this discussion before the sailing of the packet. I believe my hon. colleague has delayed his measure as long as he safely could. But we must guard against allowing this subject to slumber another year. Although our constituents do not blame us for having voted as we did against our own friends; yet there is a feeling in the country that the proceedings at home may be inimical to the great undertaking and as the hon. member for Pictou says that we should wait for action in England, it is also prudent that we shall let our views be known by the packet about to sail, in order to sustain the exertions of the delegate. Mr. Hall felt the necessity of fixing some early day for the discussion of the question—involving so much of interest as it did.

On this question I feel not as the representative for Cornwallis, or of King's County, but as the representative of the people of Nova Scotia. I wish the hon. Provincial Secretary "God speed" in his endeavours. But it seems the government of England do not approve of the route to Portland—they fear we will become too intimate with the great republic. Something must be done—the people of the country are expecting it—they will not be satisfied without action on the subject. I am in favour of this measure. I prefer it to a Government measure—but I will say further, that if this measure fails in accomplishing the object we have in view, I will support it as a provincial undertaking, I feel that the sooner we move in the matter the sooner something will be achieved. Mr. Dickey said it was not his desire to oppose the Government on this question—hon. gentleman knew that. But he wished that the bill might go home, and therefore moved that 200 copies be printed. Hon. Mr. Johnson referred to an old fable illustrative of the adage that "circumstances alter cases." The hon. Attorney General now tells us that he wants to wait—that he does not wish to oppose the bill—that we are placing him in a false position. Sir, the hon. member did not entertain the same delicate horror of "false positions" the other day, when he was forcing through an obnoxious paragraph in the address. No, sir; but "circumstances alter cases." The hon. member for Pictou has exhibited equal consistency. He considers this movement premature. Oh! "circumstances alter cases." He tells us that the obnoxious passage in the address was not intended as a political compliment to the government, but was merely a little innocent allusion to the hon. delegate. Sir, we did not wish or attempt to condemn the delegation; but we said—before you ask us to approve and compliment that measure, let us be quite sure that we approve of the measure in all its details. But these gentlemen who are now so anxious for delay, cared not to satisfy these reasonable desires; and what rendered the refusal the more invidious was that we were prepared to give all that the friends of the government desired in the other end of the building. The true bearing of the question cannot be evaded. Sir, I know not how the mind of the other gentlemen were affected, but to me the Portland Convention opened up a means of opening the resources of this country, and advancing its interests, in a degree that no other instrumentality had been able to effect. I regret that the immediate formation of a company had not taken precedence of all other schemes. Oh, sir, fancy what a different position we would then have stood in, had a survey been effected, agreeably to my resolution at Portland; and the energies of our people thus enlisted and concentrated, as they have been in New Brunswick, in favour of carrying out this great work on their own energies and resources. The question then we have to consider is, whether the work had better be carried on by government, or by a private company. My own opinion is decidedly opposed to making the work a government speculation, as it would not only be hazardous as regards the province generally, but would prove inimical and retard the construction of the work itself. Under all the circumstances, I cannot but regret the position we are placed in, and trust the house will immediately have recourse to something practical. As the subject is one of the utmost importance, so it demands the most anxious deliberation. So intense has been the excitement that men seem almost to have lost their reason, and press upon us as if we were to be denied the right of private judgment. Why, sir, the very magnitude of the subject is such as to demand from us the most anxious, solemn and patient reflection, that we may not be deceived by the glitter of the prospect, and regret, when too late, that a little more calmness and prudent care had not shielded us from the effects of rashness and precipitation. Hon. G. R. Young said, whatever excitement may prevail out of doors, Mr. Speaker, it does not extend to me. I oppose the discussion of the advantages of this enterprise at this moment; it has been discussed nearly fifty times before. The public mind has surely been sufficiently addressed and enlightened here, and as for sending it home, I cannot understand what is the inducement to such a course. Intimation has been given, it was asserted, by the Colonial Minister of his intention to abandon the line from Halifax to Quebec, and that the Cabinet could not be expected to aid the Portland line because they could not fail to see the tendency of such a work—which was to make us Republican. I question much, sir, if the expression of such ideas as these will have the effect of strengthening the hands of the delegate or induce such a tone of feeling in Parliament as would lead to the grant of the required loan. The Quebec Line has not been abandoned; it has been formally referred to by Earl Grey, in two Despatches to His Excellency this year, and Sir Edmund Head, in his speech to the Legislature of New Brunswick delivered only on Friday last, advocated the line to Portland because he believed it would be instrumental in the accomplishment of the other. The appeal, therefore, may not yet be hopeless. With all this enthusiasm, I fear that if subscriptions are opened, £50,000 would scarcely be raised; and it has ever been my belief that unless we get the capital from Britain, the Railroad will be beyond our grasp and means. The Pe-

tition is signed by Mr. R. B. Dickey alone; I have no wish to reflect on that gentleman, personally, but would ask if it be prudent to give a charter and intrust interests of such magnitude to any single individual whatever his position or talent might be. Let the house distinctly understand that there is no intention of allowing the present session to pass by without action taken. After the arrival of the next boat—whatever the reply—either favourable or otherwise, the Government will be prepared to move and take active steps for carrying out this work. Mr. Dickey felt sorry that the learned member for Pictou should have stated what was not in accordance with the fact—that Mr. R. B. Dickey was to be the whole company. He was named with such other gentlemen as the House choose to fill in, every body knew the house had the power. Mr. Killam regretted much that the matter had not been brought to the attention of the house before, in order that a fair decision might be arrived at concerning it. The proceedings of the house were placing both Earl Grey and the hon. delegate in a false position. (Continued on Page 264.)

## Summary of News.

## FROM ENGLISH PAPERS.

A new art has been introduced into this country, which is likely to prove a very valuable resource for female employment, and that is ivory-carving. A very amiable lady, while staying at Boulogne, took lessons from one of the eminent carvers of Dieppe, a pupil of the celebrated David d'Angers, and she has introduced into this country the tools, models, and processes. Wood engraving led the way, cameo-cutting followed, and now ivory-carving will become another branch of art followed by women. Our readers are well aware that ivory-carving affords a great resource to the town of Dieppe, and is likewise practised in other parts of France. Brooches, medallions, and other articles of ornament, crucifixes and small statuary, are extensively manufactured of ivory, and have likewise a considerable sale among English visitors. The art is one particularly suited for young women of education, and of an artistic disposition, and is worthy of cultivation.—*Architect.*

The manufacturing interests will be glad to learn that accounts have reached the authorities at home of the increasing spirit which is manifested in India with regard to cotton cultivation. The *Manchester Guardian*, an authority upon the subject, says:—

"It appears that the disposition to cultivate the best kinds of American cotton has manifested itself in so strong a way that the seed has become extremely scarce, and application has been made to the Government, whereas till lately it was with the greatest difficulty that the native was induced to accept it on the condition of planting it. The cultivators have discovered that the growth of American cotton is even more profitable and prolific than had been represented. The calculation of Mr. L'etree that the produce of an acre was 70lbs. of Indian and 90lbs. of American clean cotton, proves to be considerably under the mark. The truth, in favourable districts, is nearer to Mr. Shaw's calculation, which was 60lbs of clean native cotton and 116lbs. of clean American cotton the acre."

Under a decision of the Court of Session, ministers of the Established Church of Scotland are exempted from poor rates to the extent of between £4,000 and £5,000 a year.

The Directors of the East and West India Docks, with a view to encourage the import trade of the port of London, have unanimously resolved to reduce the rates on indigo, tea, cotton, rice, rum, &c., so as to effect a saving to the public of upwards of £12,000 per annum. The London and St. Katherine Dock companies will, it is understood, join in these resolutions, making the total saving not less than £30,000 per annum.

IMPORTATION OF TEA.—The recent arrivals of American built ships from China with entire cargoes of tea, have just been followed by another arrival of the same kind, which is especially interesting, as, until now, no arrivals of this nature had taken place under the relaxed laws in force during the past year. The American ship *Roman*, of 774 tons burden, has arrived in the London Docks from Canton, with an entire cargo consisting of nearly 100,000 packages of tea, consigned to order, which is admissible by virtue of the relaxed laws of navigation and importation to entry for home use.

Some Labuan coals have been brought to England from Singapore, and are to be tested at Woolwich, in order that their exact value for steamers may be known.

The Bishop of Ripon is taking very decided measures for checking the prevalent Posseym in his district. Some time ago, the incumbent of Shadwell was ordered to desist from certain Papal practices within his church; and, during the past week, the still more notorious St. Saviour's Church, Leeds, has been specially under his Lordship's consideration, and has led to severe measures against the priests. The Bishop has ordered the Rev. Mr. Rooke to desist from taking any part in the performance of divine worship in any Episcopal Church within the diocese; and has threatened the Rev. Mr. Beckett, (another of the Curates,) with the same sentence within fourteen days, unless he can satisfactorily justify his conduct. The Rev. Mr. Minister, the vicar, has likewise received notice that further steps will be taken in reference to his church.