

Tight Binding

in Madawaska, he thought that every aid should be given them, especially as the French population were not generally in such circumstances as to be able to afford much for educational purposes. He did not blame the Government for not giving more than £75, but he should go for sixty or seventy pounds more.

The PROVINCIAL SECRETARY said that if Mr. Tibbits had pointed out the fact that Victoria had to send to Quebec and Saint John for men to represent her in that House, and had therefore asked for a male school, that she might prepare her sons for political life, the claim would have been a very strong one; but as this school was for females the argument would not apply. The Parishes of which Mr. Tibbits had spoken could establish schools under the Parish School Law, but as they had not done it, and would not do it, was the Province to be called upon to pay the whole expense of their educational institutions? He was in favor of the increase to £75, in consideration of the efforts and sacrifices which had been made by Mr. Langevin and Mr. McGuirk to establish this school; but he thought that \$9. a head for the pupils, was a liberal grant; it was much more than some excellent schools in St. John got. If the school was enlarged, and the number of pupils increased, its case would no doubt receive due consideration in future.

Hon. Mr. SMITH said that he certainly sympathized with these people, but he thought that in the grant of £75 ample justice had been done. This was the only school grant which had been increased this year. He believed that they contemplated having a male school in connection with the institution; if they made out a good case next year, he had no doubt but that the Government would consider them.

Mr. END thought that a female school was just as important as a male school, as the education of the children was to a great extent in the hands of the mothers. He should support the resolution warmly.

Mr. KEAN argued that when the population of Victoria was compared with the money which the county received for educational purposes, it would be seen that the Government had dealt very fairly and liberally with it. The House would get into serious difficulty if, after making the appropriations, it admitted claims such as this, which it had not the money to meet.

Mr. LEWIS said that he was compelled, very reluctantly, to vote against the resolution, as he thought that they received their ample share of public money.

Mr. McADAM hoped that this resolution would be disposed of unanimously, as there were other schools which had as good claims as this. Mr. Tibbits deserved great credit for the manner in which he had worked this on; he (Mr. McA.) felt sure that he could not have got the House to entertain such a proposition as this.

Mr. McINTOSH said that he presumed that the Solicitor General, who was of the same denomination as those people, and a member of the Government had got justice done them, and he was inclined not to disturb the arrangement which the Government had made.

Mr. McPHELM said that it would be better were all these denominational grants abolished; and the Roman Catholics were willing that they should be, and would not complain; but so long as they were allowed to remain that would claim their share. The Roman Catholics in the Province amounted to 80,000, or perhaps even 100,000, and they got for their schools but £900, while one institution, the Sackville Academy, got £800, and there were several other considerable grants. He thought then, that if the Government had given £100 to this Madawask Academy, neither the country nor any other sect would have suffered, and there would have been not one opposing vote.

Mr. ALLEN said that the Government in preparing the budget had all the information respecting this school and its comparative claims before them, while the House were in the dark; and he thought it would be establishing a very dangerous principle to make this increase without sufficient evidence. Besides, these denominational grants were increasing to enormous sums; and the time would soon come when they would have to be struck off at once and forever.

Mr. END said that it was all very well

after certain denominations had got all they wanted to cry out against denominational grants; it reminded him of the farmer who borrowed tools on all sides from his neighbors, till he had, by these means, accumulated a good stock, when he changed his tactics, and declared that he would neither lend nor borrow.

Mr. GILMOR thought that they would always have denominational schools. The resolution was interfering with the arrangements of the budget, which had been sanctioned by the House, and doing away with the system of initiation.

Mr. TIBBITS replied that he had not put this request on the footing of the school being a Roman Catholic school; he had not used the words "Roman Catholic" in all his speech, and he was sorry to hear any hon. member put it on that footing. He grounded his request on the facts that the French people were in an isolated condition; were not adapted to the system of Parish schools; and had never received their share of the public revenue. He only thought of asking £75 additional, which would make the grant up to that given to the Milltown Academy, which was as far inferior to the Madawaska Academy as a common school was to the college.

The Committee divided on the resolution.

Yeas.—Tibbits, Hanington, DesBrijaay, End, Read, Williston, McPhelim, Scoville, 8.

Nays.—24. The Committee rose and reported the resolution and division.

SATURDAY, MARCH 31.

EXTENSION OF TIME TO ST. ANDREWS RAILROAD COMPANY.

On motion of hon. Mr. Brown, the House proceeded to the consideration of a Bill to extend the time allowed by law to the St. Andrews and Quebec Railroad Company, for the completion of the road to St. Andrews, in the County of Charlotte, to Woodstock, in the County of Carleton, one year.

The SURVEYOR GENERAL read the Act, and explained the necessity for the Bill. He supposed there would be no opposition.

Hon. Mr. SMITH questioned if the Bill provided for the extension of all the provisions of the Act, and secured the branch to St. Stephen and the connection at the town of Woodstock. He thought not. It referred specifically to the general road from Fredericton to Woodstock.

Mr. CUDLIP expressed the opinion that St. Stephen had thus far been given the go-by by the company, on purpose to advance the interests of another locality.—The Bill should coerce them into proceeding with the branch to St. Stephens immediately, as judging from the past history of the line, it was to be feared that when the road reached Woodstock, the company might suspend operations, and leave the branch to St. Stephen uncommenced.

Mr. WILMOT thought that if the Charlotte County members were agreed on the matter, the House should not oppose the Bill. The road was going in the right direction.

Mr. McADAM.—The Government had full power to withhold any further facilities to the company until they did justice to St. Stephen.

Mr. CHANDLER said there was a full understanding by all concerned that the company was to carry out the provisions of the law in all integrity.

The SPEAKER said that he believed the credit and character of the country had suffered on the other side of the water by the misrepresentations which had been put forth by, and various changes made in, the management of the St. Andrews Railroad Company. Great care should be taken that the Bill carried out its intentions.

The POSTMASTER GENERAL was not disposed to complain. Mr. Thompson, as whatever he had done on the other side, on this side of the water, his course had not been such as to recommend him or the road to the sympathy of the people. There were those who had passed away, and some now living, whose efforts in connection with the road were beyond all praise. He believed the law fully provided for the connection both at Woodstock and St. Stephen.

The SURVEYOR GENERAL.—When I introduced this Bill, I expected it to pass without a discussion, but inasmuch as it has been debated at some length, and several questions been raised, I must say something by way of reply. In the time of the administration of Sir Archibald Campbell, a few bold men (now no more) projected the gigantic scheme of building a railroad from St. Andrews to Quebec.—Visionaries they were generally considered, and no doubt to some extent they were so; but they were just such visionaries as was Christopher Columbus, who, at the time when the earth was believed to be a fixed mass of land and water, resting upon pillars, tried for seven long years, to persuade the men of that age that he could sail through underneath it; and when the Queen of Spain furnished him with the means, he soon sailed, and discovered this great continent on which we live. Such visionaries as was the elder Stevenson, who, when engaged in building a railway from Liverpool to Manchester, proposed to place a locomotive engine thereon, to make twelve miles an hour; for which he was sneered at by all his contemporaries; though, on the very first trip, that engine ran twenty miles an hour. Such visionaries were they, as were the projectors of Atlantic steam navigation, who, while Dr. Lardner and other scientific men were demonstrating the utter impracticability of such a thing, were building the very ships which, propelled by steam, reached our shores in half the usual time. And so our visionaries, having obtained £10,000 from the casual revenue, surveyed and located their whole line from St. Andrews to Quebec. Then arose the boundary dispute, and the work was suspended by order of the Imperial Government. This was unfortunate, and the most of their labor was lost, by the settlement under the Ashburton Treaty. But true to their first resolution, they still pushed on, and have actually got a railroad built, equipped, and in full operation, for a distance of 65 miles! By the existing law, the company is bound to finish the distance from St. Andrews to Woodstock, on or before the 20th of next October. Now, the estimates on this line were very low, and it is no wonder that in the construction they were exceeded. Some £30,000 additional, it seems, were required, and the works for a time had to be suspended; and now the additional sum, it appears, has been raised, and the work is about to be resumed; and this Bill is brought in for the purpose of extending the time until the 20th of October, 1861, and for no other purpose whatever. This Bill was framed by my learned colleague and myself; he wrote one, and I another, which, or comparing, were nearly alike. He told me he had submitted his to the Attorney General, and that he would answer; so I copied it, and inserted therein the title of the Act, 19th Victoria, chapter , which expressly provides that a railroad shall be built from St. Andrews to Woodstock, with a branch to St. Stephen; and this Bill provides that all the provisions and conditions of that Act shall continue until the 20th October, 1861. The hon. member for St. John (Mr. Cudlip) has manifested some fear that the branch to St. Stephen will be omitted; but this cannot be, because that branch is a part of the engagement as much as any other part of the road, and the Government have decided to grant no more land until the whole is completed, 100,000 acres having been already granted. The whole subject of this branch to St. Stephen would have been discussed the other day, on Mr. Gilmor's resolution, had not the hon. member for St. John moved the previous question; so I shall say a few words about it now. The European and North American Line was projected at the Portland convention, and the detached pieces in Nova Scotia, New Brunswick, and Maine, were parts of it, which in process of time will be joined together. There is now a necessity for making a survey from St. John to the American boundary. The line will unquestionably pass through St. Stephen and Calais, as there is now a population of 30,000 in the valley of the St. Croix. So the line from St. John would cross the St. Andrews line somewhere, and would thus form the site of the branch to St. Stephen. We have been assured that the cost of the 65 miles now in operation, with all the appenda-

ges, is less than £6,000 a mile. It is, of course, much inferior to our Provincial railroad; but there are the excavations, embankments, and gradings, generally, which appear to be all right, and although the superstructure may be in some degree inferior, I could not perceive any difference in the running of the trains, having passed several times over both the lines. With reference, therefore, to the future, my own deliberate opinion is just this: that the European and North American line, as projected at Portland, and now placed on our Statute Books, will be sustained in all its integrity; that it will pass from St. John to Calais, through the centre of a population of 30,000 people, crossing the St. Andrews line somewhere in the County of Charlotte, and that the branch to St. Stephen, which the St. Andrews Company are by this Bill bound to construct, will, in fact, be that part of the European and North American line which lies between the St. Andrews line and St. Stephen. When this is done, and the road completed to Woodstock, the next step will be to push up the Valley of the St. John towards Canada; and we have been informed that negotiations are now going on for that purpose. The Grand Trunk, through Canada, has been finished to Riviere de Loup. From my knowledge of the district above Woodstock, which I have traversed in all directions, and on both sides of the River St. John, in which I have travelled on foot many hundreds of miles in connection with the road service, and the features of which I have viewed from the top of Mars' Hill and from the tops of many of the highest trees, I believe that the line will pass up in the rear of Woodstock to the mouth of Riviere de Loup; thence by the right bank of the St. John to the River Rastook; thence along the Portage, near the American boundary, to the Grand Falls; thence, crossing the River St. John, to Madawaska; thence to Temiscouata, and thence to Riviere de Loup. I beg my hon. colleague in the Government, the member for Northumberland, to take notice, that I do not recommend this as a Government measure—that I am not, in fact, recommending it at all. I am only pointing out what will, as a matter of course, undoubtedly come to pass. Just look at it! From Woodstock to Grand Falls, north 61 miles; Grand Falls to Edmundston, north-west 26 miles; Edmundston to Temiscouata, north-west 34 miles; Temiscouata to Riviere de Loup, north-west 35 miles; making only 165 miles of new road necessary to connect St. Andrews and St. Stephen with Quebec; or allowing for deviations, say 200 miles at the most. And to connect St. John with all these places, would only require the extension of the European and North American line towards Calais 60 miles. All this must necessarily be a work of time, and I cannot expect to live to see it finished; but I have seen more already done than I ever dreamed of seeing, when many years ago I had from time to time a principal hand in the legislation in this connection. This Bill will, no doubt, pass; and I, in conclusion, most sincerely thank my learned colleague in the Government for his valuable assistance.

The ATTORNEY GENERAL did not agree with the opinions advanced as to the probable route of the European and North American Railroad westerly. He thought it would strike the St. Andrews and Woodstock line much further up than Calais, probably near Cantorbury.

Hon. Mr. MITCHELL complained of the course adopted by the Surveyor General in pointing out and glorifying a particular route of railroad to Canada, which he knew was adverse to the convictions of some of his colleagues in the Government, and which at the present time was not under discussion. He had not felt disposed to oppose the passage of the Bill, but after the speech of the Surveyor General he must ask whether there was any truth in the rumor that it was intended to follow up the request already made by an application for £250,000 more from the Province, to continue the line toward Canada? He would again declare that in any future location of a route of connection with Canada, the interests of the north would be attended to; and would not allow the statements or insinuations to go to the public that there was but one feasible route of connection, without contra-

diction. He joined issue with the Surveyor General as to the comparative character of the roads, and repudiated the idea that the St. Andrews road could bear any comparison with the European and North American road, which had been built in the most complete and perfect manner.

Mr. END spoke in terms eulogistic of the St. Andrews Company, which had been the pioneer in railroad operations in this country. He hoped the Bill would pass.

Mr. McPHELM said he had no objection to the Bill. The European and North American Road should be the best, as it had cost four times as much.

Certain amendments having been added, in order to meet the suggestions of hon. members and ensure the carrying out of its intentions; the Bill was agreed to.

The Journal.

Thursday, April 26, 1860.

THE FIRE.

Before this sheet is placed in your hands you will have heard of the Fire which has left of all the business portion of Woodstock but ashes and cinders. It commenced about half past twelve on the night of the 10th and seventeenth, and when first observed was bursting through the upper windows of the Connell three story building at the corner of Main and Water streets. The rapidity with which it enveloped this building, and spread in both directions along Main and Water streets is described by those who saw it as almost marvellous; the old wooden buildings in this section of the town seemed to present a bulk of so much tinder. The wind was pretty fresh, and helped to drive the flames. The efforts of fire engines were soon found to be almost futile; my general and united attempt to stay the fire was abandoned; and almost every person in the neighborhood turned his attention to the removal of his goods and furniture. The fire ran rapidly up Main street, and crossing over to its other side, spread up along the Madawaskik. The Bridge was in great danger, but by the well directed efforts of a few persons was saved. The Mechanics Institute caught fire in the cupola from a chimney before the Blanchard House, which adjoined between it and the body of the conflagration, was touched, and in a very few minutes was reduced to a smoking heap. As the wind was blowing in this direction the burning cinders were carried in showers, far and wide, and the Sheriff's residence, though standing at a considerable distance from any other took fire and burned down. The fire went no further in this direction, although the residence of Mr. Charles Perley was for a long time in extreme danger, and now shows a suggestive looking hole in its roof.

Along Water street the fire spread as surely, though less rapidly, on account of the wind being against it. It stopped only with Mrs. English's building at the end of the row, on the south side, and Mr. Truesdell's on the north. With the greatest difficulty the stable belonging to the former was saved.—Fortunately, too, the fire was checked before it reached the saw mill of Messrs. McLean and Beardsley, and thus a double calamity was avoided. The Woodstock Hotel, though situated on the bank of the River, on the opposite side of the cross street, was in extreme danger, and was saved only by energetic and persistent efforts.

It was five on Tuesday morning before the fire ceased to spread, there being little left to burn.

The burnt district includes the whole