

all races and creeds were to be united. Certain exceptions as to education are provided for in Canada, the ministers there are provided for in the arrangement. Why not provide for Catholic or Protestant ministers in other Colonies, if necessary in Canada? Why not in New Brunswick, Nova Scotia, and all the other Provinces? The Delegates look with favor upon this scheme; and so far as the people have had a chance to speak out it has been condemned. The British Government, I regret to say, favors it, and as much as I regard our connection with the Mother Country and prize the relation, I do not choose that they should decide our destinies in this matter; and it is because that I think matters have been wrongly represented, that I think it important a Delegation should go home. There is no reason why this Union should be entered into, but there are strong reasons why it should not; the time may come when a Federal Union will be necessary. The honorable member for Carleton says, if we had this and if we had that we should be a wonderful people. If that gentleman's aunt had been a man, she would have been his uncle. The Hon. President of the Council, in reply to some hon. member, said he could not understand him, unless upon the principle that the more a man owed the less it required to pay his debts. That is really the case when men are not satisfied with living and doing business within their means; they usually become involved in difficulties, and, in many cases, pay twenty shillings with five. There are certain principles, which govern the growth of nations as well as individuals, which cannot be changed without great injury. We had better not try to put on false appearances, or pretend to be what we are not. If my hon. friend from Carleton was to sit, for his photograph and try to look like the Duke of Wellington—for the Duke was every inch a soldier—he would try in vain to look like him; he also had a frank and honest countenance, and in that the failure would be as great. I would not have spoken on these resolutions at all, but the time would have been occupied by others. Really, no good can arise on this discussion. The Confederates have failed before the people to make out a case, and I think have as signally failed here.

On motion, the Committee then divided on the Resolutions: Yeas, 27; Nays, 9.

REPORT OF THE SUPERINTENDENT OF THE EUROPEAN AND NORTH AMERICAN RAILWAY ON THE RUNNING OF TRAINS, LAID BEFORE THE HOUSE BY THE HON. MR. SMITH ON THE 2ND DAY OF JUNE.

The Steamer arrives at Point DuChene from the Island on Tuesday about 9 A. M. The train leaves Point DuChene for St. John at 10 45 A. M. The Steamer leaves for the North Shore at 10 A. M. Passengers going by the steamer now leave St. John on Monday morning at 8 30 and remain at Shediac all night. If the Steamer would wait until 11 A. M. passengers could stay in St. John until 5 15 P. M., on Monday, stay at Sussex all night, arriving at Point DuChene at 10 40 on Tuesday morning, and take the steamer at once. That this connection is not better is therefore the fault of the Steamer, not of the Railway.

The Steamer arrives at Point DuChene on her return from the North Shore on Wednesday about 2 P. M., in fine weather, but 3 P. M. would probably be the average time of arrival. No through train could be detained at Point DuChene

after 2 P. M., as it would make the arrival in St. John too late to suit the local traffic. The freight train for Sussex leaves Shediac at 3 P. M., and at any time that there were twenty passengers they could be expressed from Sussex to St. John in time for the American Boat of Thursday morning. Passengers from the Island having come down on Tuesday or Wednesday by the express train are in plenty of time for Thursday's Boat.

The Steamer leaves Point DuChene for the Island at 3 P. M. on Wednesday and Saturday, the express train from St. John reaching Point DuChene at 2 30 P. M. The Steamer arrives at Point DuChene from the Island on Friday evening about 6 o'clock. Passengers take the train on Saturday morning for St. John in time for the American Boat of Monday morning.

In consequence of the train leaving Shediac at 11 o'clock, passengers from Chatham and Richibucto, from Amherst, Sackville and Dorchester, from Hillsborough and Harvey can reach the down express train without travelling at night, as they would have to do if the train left at eight. Passengers by the express train arrive in St. John at 4 45 P. M., in time to take the night boat to Fredericton if they wish.

The excursion trains, three times a week, will, in all probability, accommodate what is called the "pleasure travel" out of St. John. These trains are run at very little expense as no extra hands are necessary.

Next, as to the cattle, &c., remaining all night at Sussex. They are in the cars only 17 hours from Moncton, a much shorter time than cattle on some of the long roads in the States are confined. The cattle cars are well ventilated, and much more comfortable than the ordinary barns in which cattle are kept. If the cattle are crowded into the cars they may suffer, but this would be equally the case with any arrangement, and is the fault of the owners themselves. The sheep, calves, and pigs are carried in cars, the sides of which are formed of iron or wooden gratings, so that they are quite cool. They are not in nearly so bad a position as cattle, sheep, &c., brought across the bay in schooners. Moncton is the most distant station from which cattle are brought. They are put on board say at 4 30 P. M. and arrive in St. John at 9 30 the next morning, so that they are carried during the coolest parts of the day. For the shorter distances the arrangement is of course less objectionable.

JUNE 5th.

On motion of Mr. CONNELL the House went into Committee on the papers relating to the claim of Robert Custance, and others, against the St. Andrews and Quebec Railway Company.

Mr. CONNELL explained the case and offered the following resolution:

Resolved, that an humble address be presented to His Excellency the Lieutenant Governor, praying that His Excellency will be pleased to cause an investigation to be had, during the recess of the Legislature, into the Petition of Robert Custance, and others, who allege to have claims against the St. Andrews and Quebec Railway Company, and will cause the result of such investigation to be laid before this House at its next sitting; or that such action be taken by His Excellency and Council,

after such investigation, as will preserve the just rights of the claimants.

The following Petition and statement of claims against the Company were put in:

(Copy.)

To His Excellency the Honorable ANTHONY HAMILTON GORDAN, C. M. G., Lieut. Governor, and Commander-in-Chief of the Province of New Brunswick, &c. &c. &c.

The Petition of the undersigned inhabitants of the Parish of Richmond, in the County of Carleton,

MOST HUMBLY SHewETH—

That your petitioners have done work and labor, and furnished and provided materials, &c., for the use of the St. Andrews and Quebec Railway and Land Company, and at the request of their duly authorized agents.

That there are large amounts due and owing the undersigned from said Company, which your petitioners are much in need of, and have no way of obtaining the same.

Your petitioners are aware that your Excellency protected the labourers that worked on the railroad belonging to said Company during the part of the year A. D., 1862. That your Petitioners did not wish to make any trouble at that time to embarrass the parties concerned in said Road, and therefore did not make their claim against the Company, thinking and hoping that the Company would fairly and honorably meet their engagements and promises with your petitioners.

That the Manager of the said Railway gave acceptance to many of your petitioners, and supposed that he would pay them, and therefore did not take legal proceedings against said Company. That since said acceptance have been made the Manager has refused to pay the demand of your petitioners, and have now no way of obtaining the same.

Your petitioners are informed, and believe, that the provisions of the Act of Assembly giving time to complete the said Railroad to Woodstock has expired and that they have now no legal right to any further grant of land, or to be paid any money secured by any Facility Bill respecting or relating to the said Railway.

Your petitioners, therefore, pray that no payment be made, or allowed to be paid, by the Province to said Company, nor any grant of land be issued, nor any further privileges be given to said Company until an investigation of your petitioners' claims be made, and payments made them for the amounts still due and unpaid to them.

That the Schedule hereunto annexed is a true and proper schedule of the amounts due your petitioners.

And, as in duty bound,

Will ever pray,

(Signed.)

Alex. Kirkpatrick,	Samuel Hemphill,
Geo. DeBeek,	Jas. Dugan,
Robt. M. Bailey,	Isaac Dougherty,
Mr. Benj. Dougherty,	Mrs. Fleming,
Joseph Harvey,	Mr. Edward Cain,
Wm. Crawford,	David Alexander,
Chas. Crawford,	S. T. Plummer,
Oliver Hemphill,	John Breen,
Robert Carmon.	

The following schedule of the amounts due the parties who signed the petition hereunto annexed, and the amounts due,