REPORT OF COMMITTEE
ON
CORPORATION ACCOUNTS,
For the Year ending 31st December, 1851.

THE Committee to whom was referred the Corporation Accounts, as also the Accounts of the Chamberlain, as Receiver for the Trustees of Corporation Properties, made up to the 31st December, A. D. 1851, to report thereon, beg leave to submit the following

REPORT:

A. No. 1 to 2—Are the Accounts of HENRY CHUBB, Esquire, late Mayor,

No. 1—Is his Account for the Quarter ending the 31st March, 1851, in which he Credits—

By Balance, per Account, 31st December, 1850,	£9 5 1½	
Amt. received for Licenses, Freedoms, Fees, &c.	202 4 1½	
Fees from Common Clerk,	3 0 0	
		£214 9 3
And Debits—		
Cash paid the Chamberlain at sundry times during the Quarter,	£110 0 0	
Salary for the Quarter,	100 0 0	
Balance to next Account,	4 9 3	
		214 9 3
By Balance due the Corporation,		£4 9 3

A. No. 2—Is his Account from 1st April to the 12th May, 1851, both days inclusive.

He Credits—By Balance due on last Account,		£4 9 3
Amount received for Licenses, Freedoms, Fees, Fines, &c.		300 17 6
Fees collected by the Common Clerk,		70 0 0
		£375 6 9
And Debits—Cash paid the Chamberlain,	£329 6 0	
Loss on British Silver,	0 9 8	
Salary from 1st April to 11th May, inclusive,	45 11 1	
		£375 6 9

The amounts charged as paid into the Chamberlain, are credited in that Officer's account. The Accounts are perfectly satisfactory.

B. No. 1 to 3—Are the Accounts of THOMAS HARDING, Esquire, Mayor, ending 31st December, 1851,

No. 1—Is his Account from the 12th May, to 1st July, 1851, in which he Debits—

Cash paid the Chamberlain,	£663 10 3	
Salary—12th May to 30th June, inclusive, at £400,	54 15 10	
		£718 6 1
And Credits—		
Amount received for Licenses, Freedoms, &c.	£667 16 6	
Fees from Common Clerk's Office,	12 0 0	
		679 16 6
Balance due the Mayor,		£98 9 7

This Account was sworn to on the 18th July, 1851, and the balance paid by the Chamberlain on the following day.

No. 2—Is his Account to 1st October, 1851, in which he Charges—

Cash paid the Chamberlain,	£503 14 10	
Salary from 1st July to 30th Sept., inclusive	100 0 0	
		£603 14 10
And Credits—		
Amounts received for Licenses, Freedoms, &c.	£459 19 10	
Do. from Common Clerk,	5 0 0	
		464 19 10
Balance due the Mayor,		£138 15 0

This Account was rendered under oath, on the 4th October, 1851, and the balance paid by the Chamberlain on the same day.

No. 3—Is his Account to 1st January, 1852, in which he Debits—

Cash paid the Chamberlain,	£509 3 7	
Salary to 31st December, 1851,	100 0 0	
		£609 3 7
And Credits—		
Amounts received for Licenses, Freedoms, &c.	£447 1 11	
Do. from the Common Clerk,	4 0 0	
		451 1 11
Balance due the Mayor,		£158 1 8

This Account was rendered under affidavit, 7th January, 1852, and the balance paid by the Chamberlain on that day.

The Accounts of His Worship the Mayor are made up in a systematic manner. The amounts charged as paid the Chamberlain are duly credited. The net receipts of the Mayor's Office, (after deducting his Salary, Fees collected by him for the Common Clerk and High Constable,) amount to £1275 14s. 5d., showing a error of £3[illegible] on the corresponding period for 1850, of £364 5s. 7d. There is a small Account. Shillings in the extension of an Account, which will be credited in his next

C. 1 to 4—Are the Quarterly Accounts of GEORGE WHEELER, Esquire, Common Clerk, ending 31st December, 1851.

No. 1—Is his Account, ending 31st March.

He Credits—Receipts from the City Court, and Fees of Office,	£51 8 8	
And Debits—Salary to the same period,	87 10 0	
Balance due the Common Clerk,		£36 1 4

This balance was paid to the Chamberlain, and charged in his Account.

No. 2—Is his Account ending 30th June,

He Credits—Receipts from the City Court, and Fees of Office,	£186 17 4	
And Debits—Salary for the same period,	£87 10 0	
Cash paid Chamberlain, July 21, 1851,	99 7 4	186 17 4

No. 3—Is his Account ending 30th September.

He Credits—Receipts from the City Court, and Fees of Office,	£76 2 2	
And Debits—Salary for the same period,	87 10 0	
Balance due the Common Clerk,		£11 7 10

This balance was paid by the Chamberlain, 4th October.

No. 4—Is his Account ending 31st December.

He Credits—Receipts from the City Court, and Fees of Office,	£92 4 0	
And Debits—Salary to the same period,	87 10 0	
Balance due the City,		£4 14 0

This balance was paid to the Chamberlain, 9th January last.

The Accounts of the Clerk are, as usual, satisfactory. The amounts charged as paid the Chamberlain are duly credited by that Officer. The surplus revenue from the Office being £56 12s. 2d. over and above his salary, showing the receipts of the Office, for the past year, to be £100 14s. 7d. less than for the year 1850.

The sum of £69 10s., being Mayor's Fees paid into the Common Clerk's Office during the Mayoralty of Mr WILMOT, has been paid into the hands of the Chamberlain by Mr. WHEELER, and will appear in that Officer's Accounts for the present year.

D. 1 to 8—Are the Accounts of THOMAS MERRITT, Esquire, Chamberlain, with the Corporation, made up to 31st December, 1851.

No. 1—Is an Account of Moneys paid and received on Watch, Lamp, and Scavenger Assessment; and from the Police Magistrate.

He Charges—Amount paid Police, Police Office, Watch House, &c.	£2314 16 7	
" " Cleaning Streets, King's Ward,	121 6 10	
" " do. do. Queen's do.	47 7 9	
" " do. do. Duke's do.	42 5 4	
" " do. do. Sydney do.	44 8 7	
" " Assessors,	20 0 0	
" " Lighting the Streets,	839 1 0	
		£3449 6 1
And Credits—1851—		
Jan. 1.—By Balance on hand, Dec. 31, 1850,	£887 17 0	
Dec. 31.—By amounts received from James Gerow, Jun., Collector of Taxes, during the year,	2993 12 8	
Do. from B. L. Peters, Police Magistrate, during the year,	709 1 9	
		4590 11 5
Balance on hand,		£1141 5 4

No. 2—Is a statement of Amounts paid and received on Statute Labour Account, viz:—

He Charges—Balance in favour of the Chamberlain, 31st Dec. 1850,	£237 9 11	
Payments for Repairs to Streets, King's Ward,	234 0 6	
" " " Queen's do.	79 8 10	
" " " Duke's do.	214 14 10	
" " " Sydney do.	257 6 8	
" " " Guy's do.	54 6 1	
" " " Brook's do.	27 17 4	
" " Barrack Gate Street,	20 4 7	
" " King's & Queen's Squares,	26 10 6	
" " Reed's Point,	61 3 8	
" to Road Masters,	123 2 10	
" " Assessors,	20 0 0	
		1156 5 9
And Credits—1851—		
Dec 31—Amounts received from James Gerow, Junior, Collector of Taxes, during the year,	£1051 14 10	
Do. received from Charles Pidgeon, Collector Western side, viz:		
" Brook's Ward,	20 5 0	
" Guy's "	62 4 3	
" from Gas Light Company,	19 6 0	
" for entering Common Sewers,	22 10 0	
		1185 0 1
Balance on hand,		£28 14 4

No. 3—Is a statement of Amounts paid and received on Fire Department Account.

He Charges—Paid various expenses on this Account,		£530 10 2
And Credits—1851—		
Jan. 1.—Balance on hand 31st Dec. 1850,	£63 5 1	
Dec. 31.—Amounts received from Jas. Gerow, Jr. Collector of Taxes, during the year,	457 7 7	
Do. received from Charles Pidgeon, Collector,	24 6 5	544 19 1
Balance on hand,		£14 8 11

No. 4—Is a Statement of Moneys paid and received on Account of the Proceeds of the Fishery Draft.

He Charges—		
Paid Overseers of Fisheries, Improvements, &c.,	£49 5 10	
Do. Committee for Fountain on King's Square,	50 0 0	
		99 5 10
And Credits—		
1851.		
Jan. 1—By Balance on hand, 31st Dec., 1850,	£0 9 4	
13—Amount paid in by James Stockford, received by the Directors for Entering Names for Draft on the East side of the Harbour,	88 18 0	89 7 4
Balance due the Chamberlain,		£0 18 6

No. 5—Is an Account of Moneys paid and received on account of Assessments for Widening Mill Street.

He Charges—Paid sundry persons in full for their Compensation, awarded by the Commissioners,		£858 6 2
And Credits—		
1851.		
Jan. 1—By Balance on hand, 31st Dec., 1850,	£649 7 7	
" Hon. Ward Chipman, for the Estate of the late Robert McGarry,	17 11 1	
Dec. 31—Amount received from James Gerow, Jr., Collector of Taxes, during the year,	191 17 9	£858 16 5
Balance on hand,		£0 10 3

No. 6—Is a Statement of Amounts paid and received on Water Loan Account.

He Charges—Paid Interest on Debentures,	£271 15 5	
" Assessors for the present year,	3 15 0	
" Tax returned to W. F. Smith, exempt,	0 5 3	
		£275 15 8
And Credits—		
1851.		
Jan. 1—By Balance on hand, 31st Dec., 1850,	£212 14 4	
Dec. 31—" Amount from James Gerow, Jr., Collector of Taxes, during the year,	256 15 8	£469 10 0
Balance on hand,		£193 14 4

No 7—Is the Markets Account for the year ending 31st December, 1851.

He Charges—		
Paid Rent to William Scovil, Repairs to the Markets, Salaries to Clerks, Gas and Insurance,		£579 14 10
And Credits—		
Amounts received for Rents and Revenues,		£1124 16 10
Balance transferred to Credit in Account,		£545 2 0

No. 8—Is a Statement of Amounts paid and received on Ferry Steam Boats Account, for the year ending 31st December, 1851.

He Charges—		
Paid for Coals,	£560 15 3	
" a new Float,	31 0 0	
" Repairs to the Boats & Floats, Wages, Labour, &c.	552 4 2	
		1083 19 5
And Credits—		
1851.—April 15.—Received from Fegan and Casey, Night Ferry,	10 0 0	
May 26.—Rec'd. for towing ship Eagle, at night,	5 0 0	
Dec. 2.—Received from John McSweeny, eight month's rent to date,	1340 0 0	
		1355 0 0
Balance on hand,		£271 0 7

E. No. 1 to 5—Are the Accounts of THOMAS MERRITT, Esquire, Receiver for the Trustees of Corporation Properties, made up to 31st December, 1851.

No. 1.—Is a particular statement of Corporation Rents collected for the year ending 31st December, 1851, and for arrearages of Rents, £3177 6 7

No. 2—Is a statement of Moneys received on Account of Corporation Revenues leased at Auction, for the year ending 31st March, 1852, and of Arrearages due on former years, £1446 5 0

No 3—Is a statement of Payments made for sundry Services for the year ending 31st December, 1851, pursuant to the orders of the Common Council and the Trustees, amounting to £1212 11 10

No. 4—Is his General Account Current as Receiver of the Trustees, to 31st December, 1851.

He Charges—		
Amount deposited at the Bank of British North America, to the Credit of the Trustees, during the year,		£4937 12 4
To Payments made for various Services, pursuant to orders of the Common Council and Trustees, see Account E. No. 3,		1282 11 10
One year's Interest on Mortgage to the N. B. Marine Assurance Company, to 1st December,		270 0 6
One year's Interest on Mortgage to Commercial Bank, to 25th August, 1851,		51 0 0
To Chamberlain's Salary,		250 0 0
" Land Agent's do.,		50 0 0
" Books, Stationery, &c. &c.,		12 13 4
Balance transferred to New Account,		448 1 7
		£7301 19 7
And Credits—		
1851.		
Jan. 1.—By Balance on hand, 31st Dec., 1850,	£150 0 5	
Dec. 31.—By Fines received from Police Magistrate,	11 10 0	
By George Wheeler, Common Clerk, amounts received from him during the year,	£122 3 10	
Less amounts paid him,	47 9 2	74 14 8
By Henry Chubb, late Mayor, received from him,	439 6 0	
By Thomas Harding, Mayor, amount received from him during the year,	£1676 8 8	
Less amounts paid him,	237 4 7	1439 4 1
By Corporation Rents collected, per Account, E. No. 1,	3177 6 7	
By Corporation Revenues collected, per Account E. No. 2,	1446 5 0	
By Balance of Markets Account, D. No. 7,	545 2 0	
By Thomas Reed, Harbour Master,	6 9 7	
By Interest received on Notes overdue,	2 18 2	
By ditto on Deposits at the Bank of B. N. A.,	9 3 1	
		7301 19 7
By Balance brought down,		£448 1 7

No 5—Is the Account Current of the Estate of the Mayor, Aldermen, and Commonalty of the City of Saint John, with the Trustees of City Corporation Properties.

1851. Dr.		
June 2—To Amount placed to the Credit of the Receiver, for the purpose of paying the Bondholders 2½ per cent. for the half year ending 1st instant,	£2475 0 0	
Dec. 1.—Do. do. for the half year ending this date,	2466 0 0	
" 31—Balance transferred to New Account,	9 3 1	
		£4950 3 1
1851. Cr.		
Jan. 1—By Balance on hand 31st Dec'r. 1850,	£12 10 0	
Dec. 31—By Amount deposited by the Receiver to our Credit, at the Bank of British North America, during the year,	4937 12 4	
		4950 3 1
Balance brought down,		£9 3 1

E. E. (Signed) WM. WRIGHT, THOS. MERRITT, } *Trustees.*

Saint John, New-Brunswick, 31st December, 1851.

The Accounts of the Chamberlain and Receiver are, as usual, made up in a clear and methodical manner, and the vouchers perfectly satisfactory, showing evidently that the various duties are performed in a manner not only advantageous to the interests of the Corporation, but highly creditable to those connected with the Office.

F. No. 1 to 5—Are the Accounts of JAMES GEROW, Junior, Collector of Taxes on the Eastern side of the Harbour, from 31st December, 1850, to 31st December, 1851.

No. 1—Is his Account for Watch, Lamp, and Scavenger Assessment, in which he charges—

To Cash paid the Chamberlain,	£2993 12 8	
Paid Printing, Books, Stationery, &c.	7 8 4	
To Defaulters, per list,	407 11 2	
" Firemen, exempt,	133 12 2	
" Commission, 4 per cent. on £3282 1s. 6d.,	131 5 8	
" Balance carried down,	184 15 4	
		£3858 5 4
And Credits—		
1850.—Dec. 31.—By Balance, as per Account rendered,	£168 12 8	
Collections from Defaulters for 1850,	456 11 4	
Amt. of Assessment for 1851,	3233 1 4	
		£3858 5 4
1851.—Dec. 31.—By Balance brought down,	£184 15 4	

This Balance has been since paid to the Chamberlain, and will appear in his Accounts for 1852.

No. 2—Is his Account of Moneys paid and received on Statute Labour Assessment,

He Charges—		
Cash paid the Chamberlain during the year,	£1051 14 10	
Cash paid Printing, Stationery, &c.	5 17 6	
Defaulters, per list,	401 17 6	
Firemen exempt,	121 0 0	
Comm'n on £1254 2s. 6d. at 4 per cent.	50 3 4	
Balance carried down,	62 1 8	
		£1695 14 10
And Credits—		
By Balance, per Account, Dec. 31, 1850,	£36 14 10	
Collected from Defaulters for 1850,	326 7 6	
Assessment for 1851 (10,661 days, at 2s. 6d.)	1332 12 6	
		1695 14 10
1851—Dec. 31—By balance bro't down,	£62 1 8	

This balance has also been paid to the Chamberlain.

No. 3—Is his Account of Moneys paid and received on Fire Department Assessment.

He Charges—		
Cash paid the Chamberlain,	£457 7 7	
Stationery,	0 10 0	
Defaulters, per list,	54 12 11	
Firemen exempt,	16 5 7	
Comm'n on £511 9s. 4d. at 4 per cent.	20 9 2	
Balance carried down,	29 4 7	
		£578 9 10
And Credits—		
By Balance, per Account, Dec. 31, 1850,	£12 7 7	
Collected from Defaulters for 1850,	41 6 11	
Assessment for 1851,	524 15 5	
		578 9 10
1851—Dec. 31—By balance bro't down,	£29 4 7	

This balance has also been paid to the Chamberlain

No. 4—Is his Account for Moneys paid and received on Mill Street Assessment.

He Charges—		
Cash paid the Chamberlain during the year,	£191 17 9	
Commission on £112 15s. 2d. at 4 per cent.	5 14 2	
		£197 11 11
1850. And Credits—		
Dec. 31—By Balance per Account,	£54 7 9	
Amount collected from Defaulters,	142 15 2	
Balance carried down,	0 9 0	
		£197 11 11
1851—Dec. 31—To balance brought down,	£0 9 0	

No. 5—Is his Account for Water Loan Assessment.

He Charges—		
Cash paid the Chamberlain,	£255 15 8	
Defaulters, per list,	30 7 9	
Commission on £282 16s. 11d. at 4 per cent.	11 6 3	
Balance carried down,	26 10 8	
		£325 0 4
1850. And Credits—		
Dec. 31—By Balance as per Acc'nt.	11 15 8	
Collected from Defaulters of 1850,	31 13 8	
Amount of Assessment for 1851,	281 11 0	
		325 0 4
1851.—Dec. 31.—By Balance brought down,	£26 10 8	

This Balance has been paid to the Chamberlain, and will appear in his Accounts for 1852.

The Accounts of Mr. Gerow are, as usual, made up in a clear and satisfactory manner, and, as he has been assured by the Committee, that every attention has been paid to the duties of his office. In his accounts for 1850, Mr Gerow charged 4 per cent. commission for collection of Mill Street Assessment, in place of 3 per cent., allowed by order of the Common Council. The error arose from Mr. Gerow not having been informed of the order. The same commission is charged in this year's account. Your Committee now deduct the amounts, which will leave a balance due the City of £12 5s. 8d.

G. No. 1—Is the Account of CHARLES PIDGEON, Collector of Taxes on the Western side of the Harbour, for Moneys collected on Fire Department Assessment.

He Debits—		
Cash paid the Chamberlain,	£29 3 3	
Firemen, Exempts,	4 15 10	
Defaulters, &c.	1 16 0	
Commission,	3 15 6	
		£39 10 7
And Credits—		
Amount of Assessment	33 4 2	
Received from Defaulters of 1850,	6 6 5	
		£39 10 7

The Account is rendered under Affidavit, and the amount charged as paid the Chamberlain is credited by that Officer.—£4 16s. 10d. of the amount has been paid since the accounts of the Chamberlain were closed, and will appear in his Account for 1852.

In closing the Report upon the Accounts for the past year, your Committee beg leave to state that the amounts collected from the following sources of revenue exceed the amount realized the preceding year:—

Rents,	£512 18 9	
Revenues leased at Auction,	413 15 0	
Markets,	58 5 11	
		£984 19 8

Although they regret to state that the revenue collected at the Country Market, King's Square, fell short £108 15s. 2d. from the receipts of the year 1850. The decrease in the amount received at the Mayor's Office, £351 19s. 5d., and that of the Common Clerk, £100 14s. 7d., has been met by other revenues, which has enabled the Board to pay the Dividend of five per cent to the Bondholders, without having recourse to taxation.

The Lands continue in requisition, and in many cases the leases have been renewed for twenty-one years, at a large increased rent.

The Accounts in detail are herewith, and your Committee recommend that they be published in pamphlet form.

Respectfully submitted.

WM. O. SMITH,
J. JOHNSTON,
G. VANHORNE,
J. O. DUNHAM,
JOSEPH BEATTEAY,
GEO. V. NOALAN,
THOS. McAVITY, } *Committee.*

EXTRACTS

From the Hon. Mr. CHANDLER'S *Railway Exposition.*

[Issued from the Royal Gazette Office.]

LEGISLATIVE COUNCIL CHAMBER,
FREDERICTON, Monday, February 16.

[It being understood that the Hon. Mr. CHANDLER was to give his Railway exposition on Monday, the whole available space outside the rails, as well as the inner sides of the Council Chamber, appointed for the accommodation of members of the House of Assembly, was at an early hour crowded with a highly respectable audience. The Speech, which it is not our province to eulogise, occupied two and a half hours in its delivery, and we believe gave very general satisfaction; and at its close, the first demonstration of applause which we ever heard in the Chamber, was heartily given by the audience.]

After some general business had been transacted in the Council, the Hon. Mr. Chandler rose to give his promised exposition on the Railway.

He said he did not rise with the purpose of making a fine speech or a great display; his subject was too grave to require the aid of declamation. Neither was it his intention to urge upon their Honors the necessity for the construction of Railroads; for that was a point which was now conceded by the whole civilized world. He might refer to the example of that great and good country from whence nearly all the useful improvements known on the face of the globe had emanated, and with which these Colonies stand immediately connected—he might point their attention to the continent of Europe, where the system of Railroads is no longer a problem—whether the Governments are free or despotic—he might speak of that young, but great and rising country to the westward, where they have already made, or have in course of construction, sixteen thousand miles of Railroads, and where in two or three years they will probably have twenty thousand miles in operation: and lastly he might point to our own sister Province, Canada, if any proofs were wanting on a subject which is now becoming so well known and so much approved all over the world. And here he must add, that we of this Province are not generally aware of the extent of the public works in Canada. There the Legislature had already sanctioned no less than eight hundred miles of Railroad; the government making legislative provision for the construction of one-half, and the remainder being taken up, either by private subscription, or the municipal Corporations taxing themselves for its construction. The Canadians, however, go much further; they are willing to extend fifty miles beyond their own frontier, or in other words to the Grand Falls, on the River St. John, in order to promote the great national undertaking, by which it was proposed to open up a communication not only between these Provinces, but also between the old and new worlds. The people of Nova Scotia had also given an evidence of the lively interest which they entertain on this same subject. An evidence not manifested by a party vote, or a sectional feeling, but by the united voices of the people from both extremes of the Province, all joining in one decided and general opinion. And as Canada had volunteered to make fifty miles of this Railroad beyond their own border, so Nova Scotia had generously consented to extend their part nearly forty miles into this Province, or in other words to the Bend of Petitcodiac. It was thus, that on every side of us, the great utility of Railroads was viewed in such a favourable light that it no longer remained open to doubt or misapprehension. But he need not travel into any of the neighbouring countries to prove the interest taken on this point by the people. So long ago as nineteen years, when there was not as yet more than thirty miles of Railroad in all England, the people of New-Brunswick displayed a strong willingness to adopt them; for before the subject had even been named in Canada, the Chignecto Line from the Gulf to the Bend, had formed in our legislature a grave subject for discussion. [Here the Hon. member alluded briefly to the variety of Railroad routes which had for a series of years been encouraged in this Province; accompanying these remarks with the observation that so much having been said, it was time that something should be done.] There was the Line from Fredericton to the Grand Falls, and also the St. Andrews and Quebec Line, one upon which the Province had expended liberally at the instance of the Executive. There was first a large guarantee, next the grant of a large tract of land, and last, a large amount of stock—almost enough to have put it through to Woodstock, if required. There was next the Shediac Line to St. John, which had been surveyed by order of the Government; and then came the European and North American Line, one which was deemed of such importance, that it was made a Government measure, and a pledge of £250,000 given for its construction. Although it was in the first place thought that this Line could be made by a private company in this Province, it required but a short time to prove the contrary. The money must be got from abroad, for grants of land, Legislative bonuses, and pledged public revenues, would never serve the purposes of capital.

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On the 5th of December our Government met, with the decision of Nova Scotia before them; and here he felt anxious to fix the attention of hon. members from the north, to the position of the subject as it then came up for discussion. The deep responsibility of the whole scheme rested apparently with New Brunswick, and although the Government felt its full weight, they yet came to the decision to give it their whole support as a Government measure; the route being fixed agreeably to Major Robinson's Line, if a better one could not be found. Under these circumstances, the House was summoned at an unusually early and inconvenient period, but the honour of the Executive was at stake, and great as the responsibility was, it must be maintained, and accordingly a measure was prepared to be submitted to the Legislature at its opening. On the 17th December, after the Proclamation calling the Legislature had been published, Earl Grey's Despatch, refusing assistance to the European and North American Line, reached Fredericton; although he (Hon. Mr. C.) did not, in consequence of his being at Dorchester, hear of it for several days after. Every member of the Executive who heard him would bear witness, that the support intended to be given to the Trunk Line, was coupled with the condition of an equal support to the other—as the great interests of St. John could not be sacrificed—and thus the whole policy of the Government was in a moment overthrown. Sir John Harvey saw this in a moment; for without waiting to write here, he immediately communicated with Earl Grey, informing his Lordship of the fact, that nothing further could be done in the Colonies. [Here the hon. member read the Despatch of Sir John Harvey to Earl Grey on this subject.] It was impossible to mix up the question with the local feelings of either the north or the south. No Government could carry the Trunk Line irrespective of the line by St. John; and if this would not satisfy their friends in the north, it could not be helped—the Government had done all in its power to do them justice. Matters stood thus at the time of meeting the Legislature; and it would easily be seen that the Government then had no policy again matured respecting the Railroad. The whole affair was broken up by the shock which it had sustained; and His Excellency in his opening Speech, could do no more than allude to the Railroad in general terms. The next circumstance to be detailed was the receipt of a most important communication from Canada, announcing the intention of three distinguished members of that Government to set out for Fredericton, for the purpose of holding a conference with our Government. This was more than could be expected, at this inclement season of the year. These gentlemen however came; and their doing so created a good deal of surprise in Halifax, and even suspicions were excited that some influence had been brought to bear by Canada and New Brunswick with Earl Grey, against the route of the North Shore. It was even insinuated by some individuals that our government had on this point, entered into a conspiracy with Canada; but so soon as a meeting of the Committee of the Assembly was held, and the natural and only explanations of the case were given, every feeling of distrust was dispelled in a moment. They also had interviews and conferences with the Council of His Excellency Sir John Harvey, to whom the whole affair was perfectly familiar. When the Delegates pressed upon the Government of Nova Scotia the right of their taking the third of the line, urging that as it would stand connected with the commercial stations of the three Provinces, and would moreover intersect a noble tract of country in New Brunswick, it must be at once a paying line, and every way worthy of encouragement; but this the Government declined. [Here the hon. member read the official refusal of the Government of Nova Scotia, with the reasons for the conclusions at which they had arrived, and then continued.] As would be seen by his report, the Canadian Delegates had made a final proposal, which imposed upon their own country one third of the expense, on New Brunswick five-twelfths, and on Nova Scotia three-twelfths. To this he (hon. Mr. C.) after communicating with his Government, finally agreed, for reasons stated in his report and memoranda. Meanwhile the committee of the Assembly of Nova Scotia to whom the final proposition of the Canadian Delegates had been referred, without taking time for thorough deliberation, or giving a reason, reported against the acceptance of it; and consequently the whole negociation was supposed to be at an end. On the following Monday he intended to return home, having hopelessly abandoned the project of the Railroad; but public opinion began to work in Halifax; and Messrs. Hall and Marshall, both influential members of the opposition, but yet more earnestly attached to their country than to party, arrived in Halifax, and by their influence tended much to change the unfavourable view hitherto entertained by many on the subject. They saw their hopes of making Halifax the greatest city on the continent of British North America destroyed. They saw the advantages which must arise to St. John and St. Andrews from the adoption of the proposition; but they and many others, most generously threw all sectional and local feelings to the winds, and determined to support it. A public meeting was immediately called, at which he (hon. Mr. C.) was not present, for he felt that questions might be proposed which might embarrass him; but the hon. Mr. Hincks was present, and made a most eloquent and convincing speech, showing the Novascotians that it was impossible to deprive them of the local advantages which nature had given them as the first European *terminus*; and that it was impossible for any other line ever to enter into competition with them in 300 miles of the line thus connecting with Halifax. He also observed, that it was impossible for any species of legislation to deprive St. John of its natural position, that of being 250 miles nearer than Halifax to the St. Lawrence. These arguments were unanswerable, and the project was favourably received at the meeting, and afterwards sustained in the House of Assembly by an overwhelming majority. It now became the time for action in New Brunswick. We must now decide whether we shall, like all the world around us, enjoy the benefits of those great modes of communication, or whether we will, through some feeling of jealousy and dissatisfaction, throw the whole project to the winds, and fall back twenty years behind our neighbours. If refused here, of course the project must fail, both in Canada and Nova Scotia. He did not however think it possible that a course so fraught with evil would be pursued in New Brunswick. He thought the Legislature, and the people from whom the authority of Legislators was derived, were anxious for the measure, and the more it was discussed the more would they be in its favour. With respect to private companies having the control of the line, he saw little to hope for. They had proved their inefficiency in Canada; and after all that had been done by the Legislature for the St. Andrews and Quebec Railway Company, let their honors look at the small progress towards completion. It was his decided opinion, that if the European and North American line were put under the same system of management, it must also languish; and if ever completed, it must be by repeated applications for further Provincial aid. The absolute necessity for money in the construction of Railways was a truism which could not be disputed; and when it cannot be got here, if got at all, it must be from abroad. Where then could such an offer as that of money at 3 1-2 per cent. be had from a private company? And thus it became a question not of what many might *wish*, but what could be done. With regard to route, all would agree that no alternative was left but that by the Valley of the St. John. Nova Scotia had reluctantly abandoned the idea of a northern route; Canada would never consent to it; and if the Railroad were made the whole way to Restigouche to-morrow, Canada would not for a moment entertain the thought of making 400 miles to meet it. The route adopted would also be allowed even by the friends of the north, to be a better paying line than that which they wished for, as it would intersect the principal city of the Province, and connect various important stations on it way to Canada. This route would, from its coming from Halifax to the Bend, and thence to St. John, and being continued still westward from St. John, form nearly the whole portion of the European and North American line which would have run within this Province, and thus by connecting the east and west, it placed itself beyond the reach of successful opposition. It involved the great line which nature had marked out for the great pathway of nations; and it still further embraces a track, which from its peculiar direction, and the physical geography of the country can never be made subject to competition. The route to Canada might be supplanted by another, but this could not. It was also important to these Provinces, inasmuch as it contemplated the carrying out of a great *Pacific*, and not a *Military* undertaking.

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He would now say a few words on the subject of the taxation and ruin which had been so much spoken of as the consequences of a Railroad. This was an important part of the question, and deserved special consideration. New-Brunswick would be called upon to construct 270 miles of the line, which at the rate of £26,000 per mile, would amount to £1,600,000; It was the opinion of the Hon. Mr. Hincks, who was known to be as good a financier as was in the Provinces, that the money could, if advanced or guaranteed by the Imperial Government, now be got at the rate of 3 per cent. in England; but he (Hon. Mr. Chandler) had taken it at the higher rate of interest, say 3 1-2 per cent., which would leave £56,000 to be paid annually, when if the roads only paid working expenses. This measure would of course give us our mails free, a service for which we now pay £2,000 per annum; and in the event of our running a daily mail, could not be less than £3,000 a year. We should also have the contract for the Imperial Mails, a service for which England pays annually £35,000 to the United States. Our share of that sum being 5-12ths, would be little less than £14,000 annually, which, added to the £3,000 already named, would give us £17,000, and this deducted from the annual interest, would leave only £39,000 behind. With such extended facilities, it could not be supposed that our revenues would not increase largely, and with such prospects, the man who would get frightened might as well leave the country at once. Already the Province had agreed to give £20,000 to one Railroad, the North; and £18,000 for the interest of stock for another. To this might be added, £6,000 guaranteed to the St. Andrews Line, and the interest of £60,000 stock taken in the same line, amounting to £4,000 annually. And when all these circumstances were taken into account, it would be found that the Province stood more deeply involved by its own former action, if carried out, than it would by adopting its share of this great national undertaking. The difference in favour of the present scheme being £9,000, annually, besides the saving of lands, and owning in all time to come, the Road. He had in all he said, only assumed that the Railroad would pay its own expenses; but should it pay even two per cent, there would then be no more than £15,000 a year left for the Province to make up. Their Honors would observe that these were not figures of speech, but figures of arithmetic. It was not contemplated to have any sinking fund for the first ten years after the roads were completed; and as the work would only proceed gradually, and as no interest could accumulate except as the money was laid out, the amount to be paid by the Province would be correspondingly small. The work might be commenced in the first place at St. John, in the direction of the Bend, also at the Bend towards Bay Verte and other places; and as the people saw it proceed, and enjoyed its benefits, would become every day more and more satisfied. With respect to the cost, he did not think the work would amount to £6,000 per mile; and in this opinion he was confirmed by the opinion of the Hon. Mr. Young of Canada, the Commissioner of Public Works in that Province, and one whose knowledge of the subject was not exceeded in the Provinces. His opinion was, that the work per mile could be completed for less than £6,000. He would refer to another document which he held in his hand; it was addressed by a highly respectable firm at home, (not Brassy & Co.,) to Mr. Howe, on the 11th December last, and it evidently contemplated the building of the line at a lower amount than £6,000; in fact it named £5,000 a mile, probably meant for sterling. Once more, in confirmation, he begged to remind their Honors, that the contract on the line from St. Andrews to Woodstock, was taken at a low sum, not exceeding £3,500 currency per mile. The great advances which had been made within the last few years, in the construction and application of machinery, enabled contractors to do the work much cheaper now than formerly * * * * With regard to direct taxation, it was not the intention of the Government to adopt it at all. As the Railway and the country mutually progressed, the revenues would increase in proportion; and even if additional taxation might become necessary it would be imposed by raising the tariff upon articles of luxury; there would be no tax on land nor other direct tax. Again, it was said by some, that we never could get Imperial aid for a Railway so near the United States. If so, and if the scheme fail, we of course