St. John Chronicle.

AND COLONIAL CONSERVATIVE.

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THE SAINT JOHN CHRONICLE,

is published every Friday afternoon, by WILLIAM DURANT, at his Office in the Brick Building of L. H. Deveber & Son, west side Prince Wm. street.

☞ Visiting and Business Cards, (plain and ornamental,) Handbills, Blanks, and Printing generally, neatly executed.

TERMS OF THE CHRONICLE:—

12s. 6d. in Advance;—$3 if not paid until the termination of the year;

But as the Proprietor intends to discontinue, as far as practicable, the *Credit system*, and stop the practice of making *good subscribers* contribute for those who *never pay*, he offers the following

Inducements for Clubbing.

By which means parties will be able to procure a valuable Family and Business Newspaper at a CHEAPER RATE than any heretofore offered in this Province. He proposes to send

For $10 IN ADVANCE, 5 copies of the Chronicle, *to one address*, to any part of this or the Sister Provinces, for One Year;
For $20 in advance, 11 copies for One Year;
For $40 in advance, 24 copies for One Year;
Mind! IN ADVANCE, and to one address.

☞ No paper discontinued until all arrearages are paid up, except at the discretion of the publisher.

All letters, orders, communications, &c., must be post paid, and addressed to

WILLIAM DURANT.
Chronicle Office, Saint John, N. B.

CHARLES W. STOCKTON,
Attorney & Barrister at Law,
PRINCE WILLIAM STREET,
ST. JOHN, N. B.

DOOLEY'S
Merchant's Exchange Hotel—Post Office Building,
State street, BOSTON.
TERMS—ONE DOLLAR per day.

George Hutchinson,
SURGEON DENTIST—PETERS' STREET
[*opposite the residence of Dr. Peterson*]

MARINE AND FIRE INSURANCE.
TORONTO, C. W., AGENCY.
Apply to CHARLES L. STREET.
November 21. 6m

☞ *NOTICE.* ☜

THE Co-partnership heretofore existing between the undersigned, under the firm of SANCTON and BROWN, is dissolved.—All debts due to and from the concern, will be paid or received by John Brown. Dated 1st September, 1851.
HENRY P. SANCTON,
JOHN BROWN.

THE Subscriber having purchased Mr. Sancton's interest in the SOAP AND CANDLE MANUFACTORY, would respectfully inform his friends and the public, that he is now prepared to furnish all who may patronise him, with the manufactures above named, equal in quality, and on as good terms as any other Establishment in the City.—Having a few employ men, who, from long experience, thoroughly understand the business, he hopes, by strict attention, to merit a continuance of the liberal patronage heretofore received by the Establishment.
Sept. 6. JOHN BROWN.

HAMMOND RIVER HOUSE.

THE Subscriber grateful for past patronage from the Travelling community, begs to inform his friends and the public at large, that he has lately removed his establishment to the above House, 16 miles from this City, 1 mile North of Hammond River Bridge, where he is prepared to entertain Travellers at all times and seasons.

DINNERS, &c. &c., go up at shortest notice.

Constantly on hand, a choice supply of WINES, &c. &c.

Comfortable and commodious Stabling attached to the Premises, careful hostlers always in attendance. WASHINGTON ALDEN,
February 2, 1849.

GLASS'S HOTEL,
Gagetown.

THE Proprietor has recently put this Establishment in the most thorough and comfortable repair, and he is prepared to accommodate Travellers and Residents in the most satisfactory style.

Excellent stabling for Horses, and good attendance always on hand.
Gagetown, Dec. 1849. *JAMES GLASS.*

SOAP & CANDLE MANUFACTORY.
GEORGE WOODS
West side Water Street, between the Ferry Landing and Fish Market,
ST. JOHN, N. B.
August 29, 1851.

New-Brunswick STEAM, SASH, DOOR, AND BLIND FACTORY,—*Harding Street, St. John.*

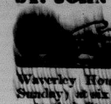
HAVING put up the best Machinery that can be procured for the manufacture of Doors, Sashes, inside and outside Blinds, Window Frames, Mouldings, and other kinds of Wood Work. I am prepared to furnish to any extent the best and cheapest article ever offered to the people of this Province.
May 9. JOHN E. TURNBULL.

JOHN BARRY,
Silver Smith, Jeweller & Engraver.
North side of King Street, St. John, N. B., a few doors below the *Waverley House.*

KEEPS constantly on hand SILVER PLATE, WATCHES and JEWELLERY of the best description.

Having secured the services of Mr. DAVID WEST, from the Establishment of Mr. ROBERT ROSKELL, Chronometer and Patent Lever Finisher, Liverpool, pattern himself from the experience he has had in the above Establishment, that all orders entrusted to his care will be executed in a style equal to any house in *England.* June 6.

ROYAL MAIL STAGE, ST. JOHN AND FREDERICTON.



THE Subscribers respectfully informs their friends and the public that their STAGE leaves the St. John Hotel and Waverley House EVERY MORNING (except Sunday) at six o'clock.

As their Stages and Horses, are of the best description. Passengers may depend upon being conveyed in an expeditious and comfortable manner, and they solicit from their friends and the public a continuance of the liberal patronage with which they have been so long favored.

Small parcels left at Mr. Robert Armstrong's, Dock Street, will be called for, and delivered with punctuality, at a moderate charge.
JAMES & WM. BEADLEY.
November 22, 1851.

Insurance.
Phœnix Insurance Company.

THIS Company is prepared to receive applications for Insurance against FIRE upon Buildings and other Property, at the Office of the subscriber. I. WOODWARD.

LIVERPOOL AND LONDON Fire and Life Insurance Company.
[*Established in* 1836.]
Capital £2,000,000—in shares of Twenty Pounds.

THE Stockholders of this Company are responsible to the full extent of their property for the liabilities of the Company.

The undersigned hereby notifies the Public of New-Brunswick that the above-named Company have empowered him, by a full assignable Power of Attorney, to open an Office in the City of Saint John, for the Insurance of PROPERTY against loss or damage by FIRE, in any part of the Province, and to sign and issue Policies in the name of the Company, and that in virtue of the power vested in him by the said Power of Attorney, he has appointed Mr. ADAM JACK to act as Agent for the said Company, in the receiving of proposals for Insurance, and the inspection of premises proposed for Insurance, and all other the usual duties of an Agent; and to collect and receive the amount of premium on any policy issued by the undersigned in the name of the said Company, or for the renewal of the same.

The Deed of settlement, and the supplemental Deed of settlement, lies with Mr. JACK, at the Office of the *New Brunswick Marine Assurance Company*, also the pamphlets issued by the office at Liverpool, affording ample details of the mode of transacting business by the Company.

The rates of premium will be as low as any other respectable Company, and the undersigned trusts a fair portion of public patronage will be accorded to the Company.

Losses not exceeding £500 will be settled without referring to the head Office at Liverpool.
EDWARD ALLISON.
Dated at St. John, N. B., 4th August, 1851.

Provincial, Mutual and General Insurance Company.
Established under the Act of Parliament at Toronto, C. W.
CAPITAL £100,000.

THE STOCK of this Company is divided into the Mutual and Proprietary, each branch being kept entirely distinct, and liable only for its own losses.

In the Proprietary Branch, Policies are issued in the usual way on Ocean and Inland Marine Risks, and on Fire Risks in Cities and Villages. In the Mutual branch, Policies are issued on Country or Farmers' Risks only, covering losses from Fire or Lightning the insured giving a Premium Note and a small sum in cash; these Policies run from one to five years.

Local Directors for New-Brunswick:
W. H. STREET, ISAAC WOODWARD, and CHARLES MCLAUGHLAN.

The Security which this Company affords is undoubted and the Premiums will in all cases be as moderate as may be consistant with safety.

All Notes and Cash Funds accumulating at this Agency will be retained and deposited at the Bank of British North America.

All losses will be adjusted and promptly paid in St. John, without referring to Toronto; and, in case of dispute, the Company consent to actions being brought in this Province.

Forms of Application and Enquiries answered at the Office, Prince William Street, St. John.
CHARLES L. STREET.
Sept. 19.—6m.

National Loan Fund
LIFE ASSURANCE SOCIETY of London.
EMPOWERED BY ACT OF PARLIAMENT.
Capital, £500,000 sterling.
Exclusive of a Reserved Fund (Surplus Premiums) of £51,000 sterling.

BOARD OF LOCAL DIRECTORS AT ST. JOHN, N. B.
(Office Nelson street.)
ROBERT F. HAZEN, *Chairman.*
Edward Allison, Esq. William Wright, Esq.
John H. Gray, Esq.
Medical Examiner.—Wm. Bayard, Esq., M. D.

Advantages offered by this Society.

PERFECT SECURITY, arising from a large Capital totally independent of the Premium Fund.

BONUS.—Two-thirds of the Annual Premiums paid, or half the Premiums for the first five years, which half may remain on interest, to be deducted from the amount of the Policy at the death of the insured.

LOW RATES OF PREMIUM.—The rates of Premium are as low as any society of equal standing.

DIVISIONS OF PROFITS.—The Bonus in the Society are declared annually, and each year the Assured has the option of receiving the profits in Cash in reduction of Premium, or in addition to the sum insured.—The Bonus are permanent.

Premiums may be paid Annually, Half-Yearly, or Quarterly.

Insurance may be effected for one year, for five years, or for life, with or without participation in the profits of the society.

A liberal allowance for the surrender of policies. Every information to the Society's Rates of Premium, mode of Insurance, and blank forms of applications, may be had at the Office of the subscribers, or of the sub-Agents, who have Pamphlets for gratuitous distribution, and all documents required for effecting Insurance.

CALIFORNIA.—Parties proceeding to California can effect insurance on liberal terms.

SUB-AGENTS FOR NEW BRUNSWICK.
Bathurst: Theophilus Desbrisay, Esq.,
Chatham: William Carman, junior, Esq.,
Dorchester: Albert J. Smith, Esquire,
Dalhousie: William S. Smith, Esq.,
Fredericton: J. Henry Phair, Esq.,
Hampton: Samuel Hallett, Esq.,
Hopewell: Thomas B. Moore, Esq.,
Moncton (the Bend) Bliss Botsford, Esq.,
Newcastle: Edward Williston, Esq.,
Richibucto: William Bowser, Esq.,
St. Andrews: George D. Street, Esq.,
St. Stephens: W. T. Rose, Esq.,
Shediac and Cocagne: Richard C. Scovil, Esq.,
Woodstock: James Robertson, Esq.
WILLIAM J. STARR,
February, 1850. *Manager, St. John, N. B.*

HAT, BOOT AND SHOE STORE.

JUST received per "Cuba" and steamer "Creole": 15 CASES consisting of—Women's strap and lace Shoes; Men's strap Shoes at all prices that may be required; Misses Polka Boots, a good article; Ladies Jenny Lind Ties; a large assortment Boys and Youths Boots and Bootees; Men's Calf Kip Boots, at all prices. In Store—A large supply of English, American, and Domestic Manufacture, which the Subscriber wishes those in the want of the like to give him a call before purchasing elsewhere. (Aug. 1.) NATHANIEL ADAMS.

GOLD AND SILVER IN PALESTINE.

(*From the Army and Navy Register and Woolwich Gazette.*)

SIR,—In my last letter I treated upon the subject of gold and silver, which I believe may be found in great abundance in Palestine; since the publication of that letter I have been lead to search the Prophecies more closely, and have come to the conclusion that other parts of the land of Israel are very prolific; and therefore I would not confine the search to Sidon and Serepta, for I believe the mountains of Ephraim and the plain of Jordan, between Succoth and Zeredathath, are rich with the precious metals; and also, by turning over the sand which has long been accumulating in that portion of the land, which will be occupied by Zebulun and Issachar, which lies south of Jerusalem, AN ABUNDANCE WILL BE FOUND. And, I would recommend that this PART BE EXPLORED FIRST, for I find, according to Sacred writ, that there are TREASURES IN THE SAND. But, it may be argued, that such a state of things would follow from these large discoveries of gold and silver, that it would ill accord with the spiritual kingdom which will be set up on earth at the coming of the Messiah. To which I would reply, the minds of the Jews will be differently circumstanced to what they are now. Every Jew will be a converted and holy man, for it is expressly declared, "A nation (that is the Jewish nation) shall be born in a day." Thus they will be divinely prepared to serve God with their riches, nor will they have any unholy influence upon their then devoted minds, but they will tend to the advancement of their usefulness in the cause of HIM whom they once despised but who has now won their hearts and secured their affections. Like their great prototype, the Apostle Paul, they will go forth with holy love and burning zeal and declare the glad tidings of that Gospel, which in the days of their ungeneracy, they had hated and abhorred. Hence, says the Lord, by the Prophet Isaiah, "YE SHALL BE NAMED THE PRIESTS OF THE LORD, MEN SHALL CALL YOU THE MINISTERS OF OUR GOD, ye shall eat the RICHES of the Gentiles, and in their glory shall ye boast yourselves," Isa. lxi. 6. And again, "I will send those that escape (from the sword of the great Army that will go against Jerusalem, wherein two thirds of the returned Jews will be cut off,) unto the nations, to Tarshish, Paul, and Lud, that draw the bow, to Tubal and Javan, TO THE ISLES AFAR OFF THAT HAVE NOT HEARD MY FAME, NEITHER HAVE SEEN MY GLORY, AND THEY SHALL DECLARE MY GLORY AMONG THE GENTILES." And, therefore, it is very evident that the conversion of the heathen nations to the religion of the Bible, will not be effected by England and America, although the Lord has signally blest us, both in the preaching of the Gospel and in the translation of the scriptures; but the Jews will be the highly honoured instruments in its accomplishment.

When their present dispersion shall be accomplished, they will speedily become a great and mighty nation, and will have the pre-eminence over our own beloved country; for they are evidently to have the first dominion, whilst England will have the second; nor will there be any dissatisfaction on the part of either; for "The envy also of Ephraim shall depart and the adversaries of Judah shall be cut off. Ephraim shall not envy Judah, and Judah shall not vex Ephraim," Isa. xi. 13; and he shall judge among many people, and rebuke strong nations afar off, and they shall beat their swords into ploughshares, and their spears into pruning-hooks; nation shall not lift up a sword against nation, neither shall they learn war any more. But they shall sit, every man under his vine and under his fig-tree, and none shall make them afraid: for the mouth of the Lord hath spoken it. For all people will walk in the name of his God, and we will walk in the name of the Lord our God for ever and ever. In that day, saith the Lord, will I assemble her that halteth, and I will gather her that is driven out, and her that I have afflicted; and I will make her that halteth a remnant, and her that was cast far off A STRONG NATION, AND THE LORD SHALL REIGN OVER THEM IN MOUNT ZION, from henceforth even for ever. And thou, O tower of the flock, the stronghold of the daughter of Zion, unto thee shall it come, even the FIRST DOMINION—the kingdom shall come to the daughter of Jerusalem," Mic. iv. 3-8. Then it will be said, "Beautiful for situation, the joy of the whole earth is Mount Zion, on the sides of the north, THE CITY OF THE GREAT KING!" Psa. xlviii, 2.

There are at present upwards of 2,500,000 Jews in Russia, besides multitudes scattered amongst every nation and kindered under heaven, and so great and marvellous will be their deliverance that it will totally eclipse their coming out of Egypt. "Therefore behold the day's come saith the Lord that they shall say no more the Lord liveth which brought up the children of Israel out of the land of Egypt; but the Lord liveth which brought up and which led the seed of the house of Israel out of the North country, and from all countries whither I had driven them, and they shall dwell in their own land," Jer. xxiii. 7, 8. The command will shortly go forth to the nations of the earth to aid and assist in this restoration: "I will say to the North give up, and to the South keep not back; bring my sons from far, and my daughters from the ends of the earth," Isa. xliii. 6. "And they shall bring all your brethren for an offering unto the Lord out of all nations, upon horses, and in chariots, and in litters, and upon mules, and upon swift beasts, to my holy mountain Jerusalem, saith the Lord, as the children of Israel bring an offering in a clean vessel into the house of the Lord," Isa. lxvi. 20. "Behold I will bring them from the North country, and gather them from the coasts of the earth and with them the blind and the lame, the women with child, and her that travaileth with child together; A GREAT COMPANY shall return hither," Jer. xxxi. 8. This great company will inherit the whole of the land which God promised to Abraham, a great portion of which they never yet possessed. It is very remarkable that the land on which the cities of the plains stood, has been under water almost ever since it was promised to Abraham and his seed. It is now called the Dead Sea, and such it will remain till the land shall be lifted up, agreeable to the prophecy of Zechariah, "All the land shall be turned as a plain, from Geba to Rimmon, south of Jerusalem, and it shall be lifted up and inhabited in her place, from Benjamin's gate unto the place of the first gate, unto the corner gate, and from the tower of Hannaneel unto the King's wine presses; and men shall dwell in it, and there shall be no more utter destruction, but Jerusalem shall be safely inhabited," Zech. xiv. 10, 11. This land now covered with water was occupied by the cities of the plains, Dodom, Gomorrah, Admah, and Zeboim, and is a part of the land which God promised to Abraham when he said, "Lift up now thine eyes, and look from the place where thou art northward, and eastward, and westward, for all the land which thou se'est to thee will I give it, and TO THY SEED FOR EVER. And I will make thy seed as the dust of the earth, so that if a man can number the dust of the earth then shall thy seed also be numbered. Arise! walk through the land in the length of it, and in the breadth of it, for I will give it unto thee." Gen. xiii. 14, 15, 16, 17. Almost immediately after this promise was given we find the cities destroyed by fire from heaven. After their burning the land is supposed by some extraordinary revolution of nature to have slipped down from 1,200 to 1,500 feet below the level of the sea. Now, when Israel shall be restored the land will be required for occupation by this great and multitudinous people, and thus God's promise to Abraham shall be fulfilled in its restoration. We find by the foregoing quotations, as well as in many others, that Christ's reign during the Millenium over the house of Jacob will be very long and prosperous. Hence God has promised that his covenant shall extend to a thousand generations, "Know, therefore that the Lord thy God He is God, the faithful God, which keepeth covenant and mercy with them that love him and keep his commandments to a thousand generations." Deut. vii. 9. Chron. xvi. 14, 15. Psa. cv. 7-8. Now, if we reckon from the time when the promise was made to Abraham to the present time, we shall find it less than a hundred generations, so that there are upwards of nine hundred generations to run. Reckoning but forty years for a generation, we find the Millenium must extend beyond the thousand years which is generally supposed to be its extent. Besides, there are many arguments to be adduced in favour of its extending far beyond that period; for although men's minds are reckoned at three score years and ten, yet during the happy reign of Christ on David's throne it will be greatly extended, perhaps to a thousand years: "Thus, saith the Lord of Hosts, there shall yet old men and old women dwell in the streets of Jerusalem, and every man with his staff in his hand for every age," Zech. viii. 4. "For as the days of a tree are the days of my people," Isa. lxv. 22. They are also spoken of as the tell tree, supposed to be the elm or oak, which is 500 years in decay. And again we find a person dying at the age of a hundred years, which we now consider a very great age, will then be looked upon as a child, for "There shall be no more thence an infant of days, nor an old man that hath not filled his days, for the child shall die an hundred years old; but the sinner being an hundred years old shall be accursed," Isa. lxv. 20.

"A cedar, nourished well, Jerusalem, grew,
And towered on high, and spread, and flourished fair;
And underneath her boughs the nations lodged;
All nations lodged and sung the song of peace.
From the four winds, the Jews, cured of the curse,
Returned, and dwelt with God in Jacob's land,
And drank of Sharon and of Carmel's vine.
Satan was by a mighty angel bound,
And quickly in the pit of horror cast;
And on its mouth he placed the woeful'ous seal,
Till he, from God, commission should receive,
To let him out a little season;—
And now the wicked, for some wicked were,
Held midnight meetings, as the saints were wont,
Fearful of the day, who was as the sun,
And worshipped more. The bad, but few, became
A taunt and hissing now, as heretofore
The good; and, blushing, hasted out of sight.
Disease was none; the voice of war forgot;
The sword, a share; a pruning-hook the spear.
Men grew and multiplied upon the earth,
And filled the city and the waste; and Death
Stood waiting for the lapse of tardy age,
That mocked him long. Men grew and multiplied,
But lacked not bread; for God his promise brought
To mind, and blessed the land with plentous rain,
And made it best for dews and precious things
Of heaven, and blessings of the deep beneath,
And blessings of the sun and moon, and fruits
Of the day and night, and blessings of the vale,
And precious things of the eternal hills,
And all the fulness of perpetual spring."
—*Pollok alleged.*

A MILLENARIAN.

High Street, Feb. 28, 1852.

In New York there are some seven thousand grog shops, of which fifteen hundred are known to be unlicensed. We learn from a recent report of Marshal Tukey to the Boston Common Council, that the whole number of places in which liquor is sold in the city of nations is 3,500. In Ward 1 335 places; ward 2, 88; ward 3, 150; ward 4, 218; ward 5, 21; 6, 89; ward 7, 186; ward 8, 97; ward 9, 26; ward 10, 111; ward 11, 67; ward 12, 95. American dealers, 489; Germans and Swedes, 110; Irish, 900. Sold in cellars 810; above ground, 1,190. Male dealers, 1,874; female dealers, 126. Sold in oyster and ice-cream saloons, 65; bowling alleys, 90; buildings for game, 14; groceries, 490; other places, 1,051. All first-class hotels, except four, have an open bar for the sale of liquor. In answer to the eight interrogatories requiring him to give an opinion of the means intended to check the progress of crime in his precincts, whereby our taxes are greatly increased and the reputation of the city injured, Marshal Tukey replied, "Execute the Laws."

A celebrated English poet once advertised that he would sunply "Lines for any Occasion." A fisherman sought him shortly after, and wanted a line strong enough to catch a porpoise.

PROVINCIAL LEGISLATURE.

(*From the Loyalist.*)

HOUSE OF ASSEMBLY.

FREDERICTON, (FRIDAY,) Feb. 27.

RAILWAY DEBATE.

(*Continued from our last.*)

Mr. Wilmot thought the question would come with much better grace from a member from the North. The present scheme conferred great advantages on St. John—securing nearly, if not quite all they desire, &c.

Mr. Cutler reviewed the conduct of the Government with respect to the Trunk Railway, and accused them of sacrificing the north. He contended that there had been foul treachery somewhere, and that our Executive Government had given way to the dictation of Canada. The Canadian Government cared nothing about this railway. (The hon. member then read an extract from the speech of the hon. Mr. Young to the electors of Montreal.) It would be seen by that speech that Canada cared nothing about a railway to the Lower Provinces, only as a means to get money from the British Government to build the road from Quebec to Montreal. He contended therefore that there was no necessity for abandoning the north-eastern line, and that perseverance only was necessary on the part of our Government to have established that line. As to the European and North American line, the whole scheme was absurd from beginning to end. The Portland Convention was got up, and a scheme devised to get money to build a railway, and latitude, and longitude, and geographical position was set aside as though of no account. The Yankees had been watching us, and saw that all our applications to the British Government for aid to build a line to unite the Colonies were in vain—they saw that we were snubbed, and then they invited us to join in a scheme for their benefit. They got up the Convention, made a great fuss as the "Great, Glorious, and Free," hoisted the British flag alongside of their own, hailed the Bluenose Delegates as brothers, made long orations, &c., and for what? Why, to get money to build their own railways in the State of Maine. The true feeling of the Yankees towards us were seen when we asked them for a reciprocal trade; then we were not brothers at all; there was no fraternization then, but they met us with cold and insulting refusals. There was another serious objection to the present scheme, besides the route. He would not go for a Government line, as he would not place additional power in the hands of the Government; they had power enough already. He would quote the opinion of the hon. William Hamilton Merritt, late a member of the Canadian Government, on this subject. (The hon. member then read an extract from a letter written by Mr. Merritt, in which he expresses an opinion that railways should be built by Companies, and refers to Michigan as an instance of the failure of railways). It was no wonder the Government were anxious to obtain this additional power. They knew it would strengthen their position. The hon. and learned member for the county of St. John (hon. Mr. Gray) had asked hon. members if it were possible to corrupt them. He (Mr. Cutler) would answer in the affirmative; there were always some public men who could be corrupted; the history of all ages proved that. Had it not been the case in England? Let them remember the case of Warran Hastings. Even in this Province during the last year what had been done? Last Session the Government was hard pushed, but during the recess they found it cheaper to get some of the Opposition members to join than to corrupt the constituencies; although the constituencies may sometimes be corrupted.—There was sometimes corruption elsewhere. Last year a Bill changing the constitution of the country in a certain degree had passed the House of Assembly. It was carried to the other branch and rejected there by the nominees of the Crown. Need he say more on that subject. As to any power that House possessed it was merely a negative power. They might sit down on their heels and refuse to move, and thus embarrass the Government, and that was the extent of their power. He considered this an insidious attempt to strengthen the Government at the expense of the people. The scheme originated with Mr. Howe in Nova Scotia. That gentleman is a man of quick perceptions, and finding the ground sliding from under him, and that he could not long maintain his position in that Province, he concocted this scheme as a means of giving him additional power. It was a plan for the people to build railways, and the Government to have the management of them. If they gave the Government this power it would perpetuate their reign to an indefinite period. One set of men would then be a Board of Railway Directors, the Administrators of the Government, and members of the Legislature. In the Legislature, should any Railway Officer be charged with delinquency, the members of the Government would endeavour to screen him. Last year we had a shattered Government, but this plan, if carried out, would give them new life and vigour, while the liberties of the people would be gone for ever.

Mr. Barbarie said the members from the north had been charged with entertaining local feelings on the matter, because they would not go for the southern line, and have even been called dogs in the manger. Now, if there were any dogs in the manger in the case, he would show by their own words that it was the members of the Government. The hon. Mr. Howe went to England to endeavour to procure aid for the European and North American line. He failed, for the Home Government positively refused to advance money for that line. He then wrote a series of letters, calling the attention of the Government to the importance of these colonies, and at length the Ministry offered to guarantee the money to construct the Trunk line to Canada, as surveyed by Major Robinson. What followed? Why, the Executive Government of this Province, as their memorandum in Council, and Mr. Chandler's letter to the Toronto Convention proves, insisted upon having the European line built at the same time, and upon the same terms with the other. They would not accept the money to build the trunk line to Quebec unless they could get the European line also. That was the part wherein the dog in the manger was played. And what was the result? That hon. member then quoted from Earl Grey's Despatch, wherein he refused to guarantee any to the European and North American line.) Thus the north-eastern line was abandoned through the action of our Government—the hon. Attorney General—who possesses nerves of iron and lungs of leather, in whom he (Mr. Barbarie) had placed much confidence, but he was sorry to see him in his present position. Although overpowered by ministerial influence in the Government, he should have come out from among them when they abandoned the north shore route. When he joined the Government he told the people of Northumberland that he would never desert their interests; but he had lost his usual firmness on this occasion, and yielded to the will of others.—However that was a question between him (hon. Attorney General) and his constituents.

He would next follow the Canadian Delegation. They came over to this Province, and in crossing over the portage from River du Loup to Temiscouata they discovered what? Why, they met forty-two trains returning from this side, having been over with provisions to the lumbering parties. They stopped and Mr. Taché held a "parley one" with them. The Delegates then said—Ah, this is the way for the Province to go. See what trade we've got here now. If you had a railway we'd send them more goods. Well, they came upon the St. John River, and everything there confirmed them in their opinion; they saw a country with a railway—in fact, they saw the country in a prosperous state. They came down to St. John. They were taken down to Fredericton and dictated to the Government of this Province as to where the line should be carried. They were so very much engaged while they were here that they had not time to speak to a member from the north side of the House, nor did they make any enquiries about that section of the country, the whole talk was "Oh the railway must go by the valley of the St. John." They next went to St. John, and talked over the people there to the same scheme, although so much against their own interests, for they were sure to loose the up-river trade the moment the Canadians have a railway to that district. The Canadians will supply the lumbering parties, and thus get the greater part of the money the lumber is sold for.—But Mr. Hincks had shown himself to be a very clever man. He even pretended to be in love with the Bay of Fundy, for he walked down upon a wharf, stretched forth his arms, and exclaimed, "Welcome, ye dark blue waves!" (Laughter.)—The Delegates then proceeded to Halifax, and propounded their scheme to the people of Nova Scotia; it was rejected at first, but Mr. Chandler was there, and received instructions over the wires to help the Canadians; he (Mr. B.) would like to know who was at this end of the wires. Then they came again, telling the Nova Scotians "You see the Canada and New Brunswick are agreed, so you must accept of this proposition or have no railway; and thus the thing was fixed. Oh! Mr. Hincks is a very clever man; very. But he (Mr. B.) would like to know what right Mr. Hincks had to come here dictating to the Lower Provinces. He (Mr. B) was the son of an old soldier who fought and bled in the British service, and he had not forgotten the year 1837, when there was a rebellion in Canada, & the Lower Provinces pledged their blood and treasure to support the rights of the British Crown. Where was Mr. Hincks then? He was at that time publishing a paper in Canada, and was more than suspected; and now he comes here to dictate to New Brunswick. Oh, New Brunswick! what was she coming to, if she submitted to the dictation of such a man as that. Were the whole destinies of this country to be placed in the hands of Mr. Hincks?

But the Delegates met forty-two trains,—single-horse sleds—and that decided them! Why, if they had travelled down through Rimouski, to the Mattapedias, and there struck off toward this Province, before proceeding twenty miles they might have met fifty or sixty double teams returning from the lumber camps. But who sent these gentlemen here to dictate to us? He (Mr. B.) would see them to a place he would not name before he would submit to their dictation. But here they came and our Government listened to them; the line must run through the valley of the St. John, leaving the north frozen up all winter without any means of communication with the rest of the world. The southern sections of the Province must be pleased, while the north might go to the devil if they liked, (laughter.) The north was in a very bad situation; with their own Government to deal with on the one side, and the wily Canadians on the other, they were kicking their shins against razors. The southern sections of the Province were all for the European line; that was their pet, and they must be humoured at the expence of the north. That was the present object; it was to secure the construction of the European line that the Colonial line must be carried south. The Colonial Governments were deceiving Earl Grey in the matter, when they led him to believe that this scheme was for a trunk line from Halifax to Quebec. All that the Canadians wanted was a railway to the Upper St. John; and all the others wanted was the European and North American line. Where would it go? If carried on the west side of the river it might be constructed as far as the Restook, and then, if they believed what scientific men had stated, it was morally and physically impossible to continue it any further. But he did not think they could deceive Earl Grey. His Lordship was wide enough awake, and would put a stop to their schemes. (The hon. member then read statistics, showing the importance of the trade in the north-east section of the Province.) He contended that the Government by bringing forward the present scheme treated the north most unfairly. They were not actuated by local feeling in the north; they did not say the line should go just where they wanted it; but they were willing to leave the subject to British Commissioners, and allow them to select the best route.

One of the principal objects the British Ministry had in view when they offered to loan the money to build a railway from Halifax to Quebec, was Colonization. Had the northern route been selected it would have thrown open a large quantity of valuable settling lands; and that was Earl Grey's object. But this line would not do so, as it would run most of the way through lands already granted. Again, Earl Grey wanted the line to be built where it might be available for Military purposes in the event of a war, and therefore he stipulated that it should run the distance through British territory. That being the case, was it probable that His Lordship would allow the line to run along the American frontier, on a strip of land that a woman might cover with her petticoat? (Laughter.) Did they not suppose His Lordship would find out where they intended to carry the line and put a stop to it. It had been said that we must take this line or we could have no railway. He would declare that to be false; there was no truth in it; it was a fabrication. How was it that we must have this railway or none, when Earl Grey had proposed to advance the money to build the northern line, and he had been staunch and firm throughout, having never deviated from his first proposal. Although men on this side of the water had endeavoured to torture and twist the English language to draw a meaning out of it never intended, yet His Lordship swerved not, but referred them over and over again to Mr. Hawes' letter of the 14th March 1851. He felt confident that, should the resolutions and the Bills pass, the British Ministry would never recommend to Parliament to grant the money, and they would lose all chance of a railway through the selfish, one-sided conduct of the Government. He would say that in this matter they had not been actuated by such motives as should influence the conduct of high-minded and upright men. He would have been proud to support the Government had they brought forward a proper measure, and regretted that he must now oppose them; it might be against his own interests to do so, but he had the interests of his own constituents to serve, and felt bound to oppose the measure. He would vote for the first resolution, as it merely laid down general principles; but he should oppose the second resolution, which was conceived in bad faith. He should now say much about placing the power in the hands of the Government, because they had not yet got the money to carry out this scheme, nor would they ever get it. But even were they to get the money, it must, according to Mr. Hawes' letter, be expended by British Commissioners.

Should the Bills pass, there must be another survey; and who would be the surveyor? Why, no doubt it would be Mr. Wilkinson, who reviewed Major Robinson's Report, and who was replied to by that gentleman; and in that reply it was shown that Mr. Wilkinson had been writing about places he had never seen. Mr. Grant had also been employed under Major Robinson, but he wrote no review of that gentleman's Report; he knew his duty to his superior better. To call Mr. Wilkinson's conduct by the mildest name, it was an impudent interference. The northern line was thoroughly surveyed, approved of by the British Government, and the money offered to build it; but our Government would not accept of the offer unless they could carry out their pet line at the same time. The result would be, that they would get no money at all, and we shall have no railways.

Mr. Lockhart said he was fully impressed with the importance of the subject, and the very great responsibility the friends of this measure would incur in passing the Bill. He should say a few words in reply to the objections urged by the opponents of the scheme, and in doing so he should avoid political and endeavour to divest himself of local feelings. In reply to the hon. member for Westmorland (Mr. Barbarie), he would say that he agreed with him that the northern route to Quebec was the best one; but why was it that [illegible] Canada in order to get the European and North American line it was found necessary [illegible] the route of the other. Now if the E[illegible] to change North American Railway Facility Bill [illegible] European and the Royal Assent, probably the [illegible] had received [illegible] would