

for, as it would intersect the principal city of the Province, and connect various important stations on its 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. But this route also, whatever may be said to the contrary, ran no less than one hundred miles into the very heart of the north. This could be observed by a single glance at the map of the Province. This being the case now, he would ask, how long would it be till it must in the natural course of events, be extended to Bathurst? It would follow as a matter of course in four or five years.—Let the £250,000 already granted by the Facility Bill for the European and N. American line, be given to a branch from the Bend or Shediac to the north, and then the whole country, north, east, south and west, would be surrounded by Railways. Let the north then assist in a scheme which is at the same time as unavoidable as it is useful, and risk the probability of securing a Railroad to that valuable portion of the Province, within four or five years. He would now examine a few of the objections which had been urged against the plan he proposed. The first was, that was a Governmental measure, and that such a power would be too great in the hands of the Government. To this he would reply, that when the Government last year lent its aid in passing the Facility Bill, such was the abject jealousy of Government influence in the construction of the work; that although an expenditure of £260,000 was involved they parted with all control—what ever, except the choice of two out of nine directors. Who, he would ask, in that case would have the control of the Railroad? Surely not the Government, or even the Legislature, nor could it even be the people's since, if the directors of the Company acted wrong, the country could not turn them out as they would a corrupt Government, by a vote of want of confidence. Another objection was, that in no country were Railroads considered to be public works. This was not so. In Belgium they are all public works; in Canada they are to a great extent so; and in the United States they would doubtless be placed on the same footing, if there they had a partial government, as we have, to lend them the money at such a low rate of interest as 3 per cent. Each of these countries had made before; and he believed such an offer, if refused, would never be made again. But it was said that the proportion of the line assumed by New Brunswick was too large.—How such an objection could be entertained, in view of Canada coming down fifty miles into our territory, and Nova Scotia on the other side assuming nearly fifty miles of it, he could not say; but it was a point which admitted of no argument. This Province would have constructed within it 350 miles of the line; raising the value of property the whole extent; and would only have to pay for 270, and the land is paid for over the whole of the Province. Again, our friends in the North, who last year were ready to make 400 miles, could not surely object that the distance had been so much shortened.—Be that as it might, the people at the North must see that the country, as well as the Government, have no alternative; they must either have this line or none. He would now say a few words on the subject of the taxation and ruin which had been so much spoken of as the consequence of a Railroad. This was an important part of the question, and he deserved special consideration. New Brunswick would be called upon to construct 270 miles of the line, which at the rate of £6,000 per mile, would amount to £1,600,000. It was the opinion of the Hon. Mr. Hucks, 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 £58,000 to be paid annually, even 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 £25,000 to the United States. Our share of that sum being 5 1/2 lbs., 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 commerce 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 £15,000 for the interest of stock for another. To this might be added, £6,000 loaned to the St. Andrews Line, and the interest of £80,000 stock when in the same line, amounting to £24,000 annually. And when all these circumstances were taken into account, it would be found that the Province was more deeply involved by its own tardiness, if carried out, than it would be adopted.

[illegible]

the Hon. Mr. Hawks—that the Government of this Province is the leader as well as Nova Scotia would never give it their support. [Here the Hon. member read a memorandum from Mr. Hincks, which above given, and speaking of his views as to the conclusion of which he had arrived, and then continued:] We have some people past had often heard of Mr. Archibald would bring information of a different kind, if, when we were told that it would come in the next; but to this hour Mr. Archibald's proposal had never arrived, and now the question arose, were we to give our assent to this bill ever? But the offer only required to be stated to show the value of the property.

	£207,000
£207,000, which, per cent of 100, is £27,000	
4,000,000 acres of land at 50 cents	
are worth the Railroad a built,	
will amount to £1,000,000, producing	
an interest at 6 per cent of £60,000 per	
annum	

to be a charge which the Government would place to exact for carrying *Maists* the ownership of the Roads; also expenses of fuel for *Trucks*, *Stations*, &c. The Government here expected opposition—our countrymen, it is reported, Mr. Howe, near and far, are of this view. Scott, and there were he believed those who would sacrifice the Country in order to render his scheme abortive. Then there was opposition from another quarter. Some persons who had received an official notice from Mr. Archibald's company, looked upon the money upon everything which they considered as belonging to themselves. There was a portion of the opposition, and he began to feel that it became necessary for him to speak. In Canada as well as New Brunswick, there was a party which were called *Protestants*; and those were naturally opposed to any measure which tended to promote British connection in the Provinces. But, as they saw it would be accomplished, they gave it their assent determined upon to be the *Protestants*, however, that they were not *Protestants* know, or would not give up their own interests well enough to assist the Government in this Railroad policy; and this was the opinion would be tested by the proceedings of their representatives now in session, or the construction of mode of government of the Province. But (said the hon. member) "I believe there is enough of good sense and patriotism in the opposition, to give the project a careful and candid consideration and then their approval." Even those who in general were ready to carry a vote of want of confidence in the Government, would, however, deal with his question purely on its merits. It was a question too great for mere consideration. He said himself no personal views in the question beyond others. Once with him had long since lost its charm, and although he had served this Province in the Legislature to the best of his ability, for a quarter of a century, he had never given that term received official reward. His object was to do service to his country; and he did not prove successful in his present career, but he would gladly—if that were allowed a candidate resign his place in the Government here. To be the Minister of the Hon. Mr. Howe, in a question of such national importance, was to him a great remuneration for any difficulties or annoyances which he might encounter in Mr. Howe's Province must ever recognize the man who had commanded by his indomitable perseverance and commanding talent, brought before the British people the value and importance of North North America. He (Hon. Mr. C.) would make no distinct motion. The subject would be discussed with the view to originate measures in the other branch; and were the learned leader of the Government would be prepared to do it the justice which he deserved, for it was a question on which he had deeply, but upon which he would nevertheless assume higher ground than that of local or party considerations. He could testify that his hon. friend had felt a deep interest in the Northern route, and never abandoned the original scheme until it was found impracticable.

THE SHIPPING FOR ST. JOHN FOR 1851.—The number of new Vessels sent home from this port last year, not registered in the United Kingdom, but registered here, was fourteen, measuring 10,332 tons. In addition to these there came sixty new Vessels registered during the year, the measurement of which amounted to 25,625 tons. Of this number, twenty-one Vessels, 11,595 tons, were transferred to other ports during the year. This would make 21,333 tons of Shipping exported from St. John and its district during 1851, the value of which might be estimated at about £159,000 which does not appear in the export return.

The total amount of Shipping owned at this port on the 31st December last, was 5 Vessels 94,510 tons. The total amount of shipping owned here on the 31st December 1850, was 645 vessels, 99,490 tons, which shows a decrease on last year's comparison with the former year. This may be accounted for by the increased number of vessels going home last year under certificate, but included in the registry accounts of this port. We may also mention that there were several large vessels built in 1851, but not registered until 1852, in order to have the benefit of another year in classing. The district of the Port of St. John, as regards registry, includes Quaco, St. Hubert, Dechever, the Bands and Sackville—County.

Legislative Summary.

the northern route until deserted by his colleagues in the Government, and they signed a minute of Council in favour of the present scheme, which was forwarded to Mr. Chandler, then in Nova Scotia; that the duty devolved on him then was to support the measure or leave the Government. He looked at the thing deliberately, and could, however his heart condemned them for having long adopted as the question was, still we adopt the scheme of do without it for the day.

Hon. Mr. Gray followed Mr. Chandler three hours long. The Speech was a lucid one, and the arguments clear and convincing.

Friday Feb. 27.

The debate on the Railway was resumed today. Mr. Harding spoke a second time, but his arguments were similar to those advanced yesterday. Mr. Cutler followed, and strongly opposed the Government scheme. Mr. Barberie next spoke on the same side of the question, and violently opposed the proposed route. Mr. Botsford followed Mr. N. and having prevented the passing of the Railway Bill of last year, for they petitioned against it. Mr. English closed the debate for the day in a sensible speech. Progress reported.

THE STANDARD.

WEDNESDAY, MARCH 3, 1852

Our columns this day were principally occupied with the admirable speech of the hon. E. B. Chandler which is copied from the Parliamentary reports. Mr. Chandler's views on Railway matters are clear, satisfactory and conclusive, and notwithstanding this "exposition," has been published for upwards of a week, we preferred waiting until the present and give the speech in full, rather than publish it in two numbers.

RAILWAY MATTERS.—We notice that an address has been forwarded by the inhabitants of St. John, to their Representatives, requesting their co-operation in supporting the Government scheme for Railways. The address was signed by upwards of four hundred of the most influential inhabitants of St. John of various shades of political opinion. This is as it should be,—it will strengthen the hands and encourage the hearts of their representatives. We are happy to notice also that Public Meetings have been held at Fredericton and the Grand Falls, at each of which, opinions were expressed, and resolutions passed approving of the Government scheme of Railways. The members from this County, will go heart and hand with the measure, without any public meeting being called. They know, that it is the only practicable scheme to connect Halifax and Quebec by means of railway, connecting as it will with the St. Andrews & Quebec line.

The debate on the Railway Resolution was opened on Thursday last, by the Attorney General, in a lengthy speech—followed by the hon. Mr. Gray, in an elaborate speech dwelling on the advantages of the line.—Harding followed in opposition and proposed amendments. The debate was resumed on Friday, Mr. Botsford supporting, and Messrs. Cutler, Barberie, and English opposing the scheme.

On Saturday the Railway debate was continued, Mr. Williston against and Mr. Botsford and the Speaker in favor. Mr. Johnson spoke for two hours and a-half in favor of the North route.

On Monday, hon. Mr. Wilmet opened the debate in a splendid speech in favor of the measure.—Dr. Gordon spoke against it. Mr. Hanington, Mr. Ryan, and Mr. Needham in favor.

We regret to learn that the Carleton members have shown a disposition "to bolt."

It is currently reported that the Government will have a considerable majority in favor of their measure.

MAIL ROUTE.

In our last number, we alluded to the attempts made to bring about a change in the transmission of the mails between St. John and the United States; we will now show that our statement was correct, viz. that the line via St. Andrews was the shortest. At present there is no mail route from the Westward to Calais, except through Denysville—the distance from the latter place by the town of Charlotte to Calais is 22 miles, from Calais to Robinson 12 miles, making a total of 34 miles. We will, now give at the other route,—there are two good post roads from Denysville to Robinson, one *direct* of 17 miles, another via Pembroke of 17 miles.—The distance from St. Stephen Post Office to Roix's on the Saint John road exceeds 17 miles, while from St. Andrews to same place (Roix's), is but 15 miles. The whole distance then from Denysville via Calais to Roix's, is 52 miles, from Denysville via St. Andrews to Roix's 32 miles,—difference in favor of the latter mail route 20 miles.—We lay these "facts and figures" before the public, as they may not be generally known.

THE Letter of a "Friend to Mr. English," is unavoidably crowded out this week. It came too late for insertion in our present number.

LARGE MOOSE.—While on an exploration last week, Mr. Light, Engineer of the Railroad, came upon the head of a large Moose, and after his dogs had brought him to, lay sleeping through the heart. He measured 6 feet from the hoof to the top of the shoulder.

NOA SCOTIA.—In the Nova Scotia House of Assembly, the seats of the Hon. Joseph Howe and Stephen Dalton, Esq., have been declared vacant, in consequence of some infirmity at the time of election. An election will take place on the 18th inst.

ARRIVAL OF THE ATLANTIC.

The American steamship *Atlantic* arrived at New York on Thursday, with Liverpool dates to the 11th inst.

The Bank of England has reduced the rate of gold not standard.

The most flattering accounts had been received from the Australian gold regions, and large supplies were expected from the quarter.

In the House of Commons on Monday the 9th, Lord John Russell introduced the new Reform Bill. The main points are—the Borough franchise is to be reduced from £10 to £5; the County from £50 to £10; to be reduced, the County franchise is to be reduced from £5 to £5. A new class of voters to be granted out of those who pay 40s. per annum by assessed taxes or income taxes. Proper qualification for members to be established, and 67 small Boroughs to be enlarged. Lord John also proposed to abolish the rights now taken by Bona Vacantes and Dissenters, and the sole absorption which now prevents the admission of Jews to seats in Parliament.

In the House of Lords on the 9th Lord Granville, in answer to Lord St. Vincent, stated that Lord Palmerston had sent no reply to the remonstrances of certain Foreign Powers as to the political refugees residing in the Country, but he believed had the noble Lord remained in office, he would.

The Lords Commissioners of Her Majesty's Treasury have authorized the admission of Colliery arms, intended for the instruction of workmen in England, and for sale to officers in Her Majesty's service.

It is reported that a deputation from the Free Church of Scotland had waited upon Lord Granville, and made a representation regarding the expulsion of the Protestant Missionaries in Pesh, in Hungary, where they had resided in obedience to the law for ten years, had committed no offence, were sent out of the country in the middle of winter. Lord Granville promised to take such steps as might be necessary.

FRANCE.—The Paris *Journal* *Versaille* in the 8th inst. has objects was to address the officers of the garrison there, who were said to be extremely disaffected. It is said that 200 officers are to be put under pay because of their Orleansian leanings. The concession date is very offensive to the army. There are rumours of a secret understanding between the Austrian and French Governments. No attacks upon Lord Palmerston are allowed in the Paris papers.

Private letters from Paris state the spirit is present at all social festivities, and that at the recent ball at the Tuilleries, no members of the most respectable families were present.

Latest from England.

ARRIVAL OF THE AFRICA.

The Cunard steamer *Africa* arrived at New York on Saturday about noon. She brings latest news from Liverpool to the 14th inst.

Cotton closed firm at an advance of 3s. Cadiz. Subso of the week 57,000 bales, including 14,000 on speculation and for export. Sales on the 14th were between 700 and 8000 bales.

Flour has declined 3s. to 6d. per bag, and Corn 6d. per quarter.

Trade in the manufacturing districts is dull.

The war fever seems to be subsiding. Louis Napoleon continues to give the full assurances that an invasion of England, the last thing he should do.

The Engineers' strike remains in statu quo.

In France, many dignitaries of the Church have protested against Louis Napoleon's orders respecting the property of the Orsini family.

DEATHS.

At New York, on the 24th ult., Capt. Joseph N. Porter, of the ship *Reciprocity*, aged 40 years, after a few days illness of Ship Fever.

TO LET.

THE House and premises with a good garden for attached in Queen street, is occupied by Mr. D. Bradley, and owned the heirs of the late Cornelius Connolly. March 21. Apply to J. W. TRELET.

CARD.

MR. CROSDALE begs to inform the public that he is now prepared to execute with neatness and despatch, all Writing and Engraving of every description. He having acquired considerable experience in all these branches, trusts himself he will be able to give satisfaction to those who may require his services.

Edinburgh, February 17th, 1855.

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