

n to good order and if emigrants could be... Mr. Gillmor asked if the delegates had arranged about this paper when they were in England? (Laughter.)

Debate on the Revenue Bill.

(Reported for the Journal.)

At twelve o'clock the House went into committee upon the Revenue Bill. Upon the question being put that the Bill be read section by section.

Hon. Mr. Tilley said that this Bill differed but little from the existing Act. Soaps of all kinds now came in at 1-2d. per lb. duty; he proposed to tax the higher priced soaps 1 1/2 per cent.

Mr. Wilmot said that he would take this opportunity to make some remarks upon the financial statement made by Mr. Tilley on Monday. He would first refer to the state of the debt.

He believed that railroads were one of the necessities of the age. In 1849 Saint John had gone nearly mad about railroads. A deputation was sent up to urge upon the Legislature the carrying out of a railway policy.

Mr. Wilmot thought his assets, the Shediac Railway, were a "beggarly asset of empty boxes;" their heads would be gray before they got any thing out of them.

Mr. Wilmot then took up the estimates for the current year. The interest on debt to be provided for was £50,000; provided for by law £64,547; to be granted by the House, £59,690; total £173,737.

Respecting the estimates for the present year, the interest on Railway debentures would be £38,000. The Railway impost in November last amounted to £10,000.

its second principle was the raising of a sufficient revenue for the public service. At the commencement of 1854 it was found that they had succeeded.

At this point members separated for dinner. At 2 1/2 P.M., Mr. Wilmot resumed.

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At that time money was exceedingly abundant; it was believed that under the imperial guarantee it could be got for 3 to 3 1/2 per cent.

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the same time. What would be the effect? The result would be similar to that of Absenteeism in Ireland,—to drain the country of its currency to spend abroad.

Mr. Wilmot continued. This is the policy pursued by the Government. If the Shediac line would be a paying one, or could give employment to the people, he would be all out for its construction.

Mr. Wilmot said that wooden articles could be made here as well as in Maine. Steam machinery would move, and water power would work here just as they would there.

Mr. Wilmot said that what he was now urging was that he had always urged in that House. Our policy should be to induce the application of labor to the natural resources which God had given us.

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ity might be very great. He believed that if all the property in the Province was owned by the forty-one gentlemen in that house, they would have no objection to borrowing the money to build a railroad through it.

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agreed to. The Secretary moved to fill the blank with £35,000. Mr. McPhelin drew attention to item of £2,500 for steam communication and attacked the arrangement made by the Government for the steamer route between Shediac and Quebec.

Several other members from the No. expressed their surprise at Mr. DesBrisay's value of the steamer, and in high terms of admiration and impetus it had given to trade and travel.

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which subject there was a lively colloquy between him and Mr. Wilmot. Mr. Brown continued to speak of the bridge. Mr. Tomlinson was a good bridge builder, a good engineer.

Mr. Wilmot asked if the alteration of the plan of the bridge were made with the consent of the securities?

Hon. Mr. Brown replied that there was a stipulation in the contract which provided for the making of these alterations without releasing the securities.

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A SHOCKING SLAVE-TRAGEDY.—The most shocking tragedy we have yet been called upon to record took place on Tuesday night last, a few miles north of this place, at the residence of Mr. James Humphreys.