SAINT JOHN, NEW-BRUNSWICK, FRIDAY, MARCH 30, 1849.

THE Weekly Chronicle.

Volume 13. "Nec Rege, Nec Populo, sed utroque." Number 31.

THE SAINT JOHN CHRONICLE,

Is published every Friday afternoon, by DURANT & Co., at their 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;—8s if not paid until the termination of the year:

But as the Proprietors intend to discontinue, as far as practicable, the *Credit system*, and stop the practice of making *good subscribers* contribute for those *who never pay*, they offer 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. They propose 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.

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

DURANT & CO.

Chronicle Office, Saint John, N. B.

Weekly Almanack.

[The time of high water here given is for A. M.]

March.		H.	Sun. s.	Moon H.	W
31	Saturday,	6	47 6	22 0m	28 29
1	Sunday	5	45 6	23 2	16 5 43
2	Monday,	5	42 6	24 3	2 7 16
3	Tuesday,	5	40 6	25 3	40 8 37
4	Wednesday,	5	38 6	27 4	14 9 35
5	Thursday,	5	37 6	28 4	46 10 20
6	Friday,	5	35 6	29 5	16 11 0

First Quarter, 31st, 2h. 31m. morning.

Mutual 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.

St. John, Nov. 11, 1846. *Secretary.*

Royal Mail STAGE.

PASSAGE to ST. ANDREWS

THE subscriber being under contract to convey one of Her Majesty's Mails between St. John and St. Andrews informs his friends and the public that he leaves the former place every Monday, Wednesday, and Friday mornings, and leaves saint Andrews on each succeeding day.

Stage books kept at the Saint John Hotel in this City, and at Pheasants' Rail Road Hotel, Saint Andrews.

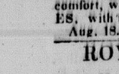
Passengers travelling on this route will receive every attention from the Proprietor; and to ensure comfort, will be driven in COVERED COACHES, with five changes of horses on the road.

Aug. 18. W. H. WILLIAMS.

ROYAL MAIL STAGE

BETWEEN

St. John and St. Andrews.



THE subscriber having become contractor for conveying Her Majesty's Mails between St. John and St Andrews, hereby gives notice that he leaves St. John, with commodious Carriages and good Horses every Tuesday, Thursday, and Saturday morning at 6 o'clock, and St Andrews every Monday, Wednesday, and Friday morning, going thro the same day.

Passengers travelling on the route, will receive every attention from the Proprietor of the line, with whom they are requested to leave their names or at the Commercial Hotel, St. John and Segee's Hotel, St. Andrews, where Stage Books will be kept.

October 15. GEO. CHRISTY.

ANCHORS, CHAINS, &c.

Now landing ex ship *Unicorn*, from Liverpool:—

3 BEST Proved Short Link CHAINS, 7-16, 5 8, and 3 4 inch;

7 best proved Stud Chain CABLES, 90 fathoms each, and 2. 15-16, 11-16, 13, 14, 15, 13, and 1½ in.

1 best Wood stock ANCHOR, 34cwt. 3qrs. 1 lb.

6 best Blacksmith's ANVILS.

Ex ship *Thomas* from Liverpool—

20 Tons Bolt IRON, well assorted; for sale cheap for approved payment WM. CARVILL.

July 27.

Torryburn House,

RE-OPENED.

SEVEN MILES FROM THE CITY.

THE subscriber having leased the above establishment, begs to inform his friends and the public generally, that he has fitted and furnished it in a superior manner, and rendered it in every way comfortable and convenient for those who may favour him with a call.

Private families can be accommodated—and all who visit his house may rest assured that every attention will be paid to them.

Dec. 15. PETER DRAKE.

TO RENT,

THE COTTAGE and Premises in Princess Street, Carleton, recently owned by George Wheeler, Esquire, with all the grounds attached to the same, comprising Eleven City Lots, beautifully situated and commanding a view of the Falls and fine scenery in that neighbourhood.—The House is nearly new—is thoroughly built and finished in the most modern style, and provided with every requisite for the comfort and convenience of a genteel family.

The premises can be viewed at any time on application to the subscriber, and possession will be given forthwith.

JOS. H. LITTLEHALE.

Carleton, Nov. 10, 1848.

Shirting Cottons.

220 PIECES SHIRTING COTTONS, ex *Queen*, for sale cheap

29th sept. VAUGHANS & LOCKHART

Printing Paper.

RECEIVED at the Liverpool House ex Beverly from Boston,

10 Reams Royal Printing Paper, 23x33;
10 do. do. do. do. 25x36;
10 do. Fine Blue Ruled Letter Paper. For sale cheap by VAUGHANS & LOCKHART.

CUMBERLAND BUTTER.—12 Firkins prime Cumberland Butter received and for sale by

Nov. 10. T. HANFORD.

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 £37,000 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. F. A. Wiggins, Esq.

Advantages offered by this Society.

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

LOANS.—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 this 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 as to the Society's Rates of Premium, mode of Insurance, and blank forms of application, 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.

SUB-AGENTS FOR NEW-BRUNSWICK.

Bathurst—Theophilus Desbrisay, Esq.
Chatham—William Corman, junior, Esq.
Dorchester: Albert J. Smith, Esquire,
Dalhousie—William S. Smith, Esq.
Fredericton: George Lee, junior, Esq.
Hampton: Samuel Fisher, Esq.
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Richibucto: William Bowser, Esq.
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St. Stephens: Alexander Campbell, Esq.
Shediac and Cocagne: Richard C. Scovil, Esq.
Woodstock: James Robertson, Esq.

WILLIAM J. STARR,
FREDERICK R. STARR,
Managers, St. John, N. B.

February, 1848.

Minerva Life Assurance Office,

King William-street, London.

NO extra charge for residence in British North America, or sea risk to or from Great Britain.

All Assurances effected,—proposals for which are made to this Agency prior to the 1st January, 1849,—will acquire an additional year's standing at the Third Division of Profits, which will take place in June, 1852.

Tables of Rates of Premium and every other information can be obtained by application at the Office of RANNEY, STURDEE & CO.

Dec. 22. Agents for New-Brunswick

Chains, Anchors, and Iron.

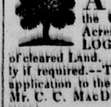
Now landing ex ship *Queen*, from Liverpool:

TWO 60 fathoms each ¾ inch Proved Studd CHAIN CABLES;
2 60 fms each ¾ inch do do ditto;
2 60 do. ⅝ inch do. do. ditto;
1 75 do. 1 inch do. Close Link, do;
1 60 do ¾ inch do. ditto, do;
1 60 do. ⅝ inch do. ditto, do;
2 60 do. ⅝ inch do. ditto, do;
2 60 do. ½ inch do. ditto, do;
2 75 do. 7-16 inch do. ditto, do;
2 75 do. ⅜ inch do. ditto, do;
2 75 do. 5 16 inch do. ditto, do;
5 Wood-stock ANCHORS, fm 6 to 10 cwt. ea.;
10 Iron stock ditto from 1¼ to 5 cwt;
837 bars and 25 bundles best Refined IRON, well assorted.—For sale by

THOS. F. RAYMOND.

22d sept. *Nelson street*

Farm for Sale.



A FARM fronting on the Fredericton Road, about 28 miles from the City St. John, containing 100 Acres, with a good frame BARN, and LOG HOUSE thereon; and about 10 of cleared Land. Possession can given immediately if required.—Terms of payment made easy on application to the Subscriber, or, at the Store of Mr. U. C. MACDONALD, No. 5, North side, King-street.

May 19. SAMUEL BABBIT.

Tea, Coffee, &c.

Per Schr. Beverley from Boston.

22 CHESTS Fine Congo TEA,
10 bags COFFEE,
10 brls. Bright VARNISH,
5 brls. Spirits of TURPENTINE,
7 chests caper Souchong TEA.

For sale by JOHN KINNEAR.

March 2. Prince Wm. street.

IRON & SPIKES.

Now landing ex ship *Ion* from Liverpoopool:

30 TONS common Bolt IRON, assorted;
60 bags Deck SPIKES, 4 to 10 inch.

Daily expected per *Unicorn* and *Thames*—50 Tons Common and Refined Iron, assorted; 100 Bags Deck Spikes, 4 to 10 inch.

July 11. THOS. F. RAYMOND Nelson st.

Iron and Tin.

Daily expected to arrive per ship *William Carson* from Liverpool—

50 TONS Bolt and Bar Iron, common and refined,—well assorted,
6 tons Boiler Plates;
6 tons Hoop Iron and Plough Plating, assorted sizes; 100 boxes Tin Plates, assorted.

Also expected by first Vessel from Clyde—
200 tons Scotch Monkland Iron.

For sale by WM. CARVILL.

March 2. Nelson-street

Castor Oil, and Axes.

Just received, and for sale—

26 DOZEN pint and half pint bottles of CASTOR OIL;
12 dozen NARROW AXES.

JOHN KINNEAR.

Dec. 8. *Prince Wm. street.*

Miscellany.

THE HAND-LOOM WEAVER AND THE POWER-LOOM.—More than a hundred years before the invention of the steam-loom, in the Philosophical Transactions for August, 1678, there was given some account of "a new engine to make woollen cloths without the help of an artificer,"—being a communication from M. de Gennes, "an officer belonging to the sea." Much ingenuity is exhibited in the mechanical construction of this "engine," considering the time when it was produced; but in these days the only method of passing the wool-thread through the warp, was by the fingers of the weaver, assisted occasionally by a notched stick. And accordingly M. de Gendes, or whoever was the inventor of the machine, could hit upon no better plan than a complicated imitation of the human hand and arm, by which his shuttle is carried from side to side. Long afterwards a common weaver invented the "fly" shuttle, which is shot to and fro by springs; and modern inventors having the benefit of this capital discovery, started from a high vantage ground, and have succeeded in bringing the power-loom to its present state of excellence. But the difficulty with which a novel idea is caught or worked, is not the only one which stands in the way of an inventor. Improve our mechanism as we may, the human operator will always form an important element in our combinations; and will often prove by far the most intractable of our materials. Once let the workman be inured to the routine performance of duties on one machine, and it becomes a work of much time and cost to transfer him to another.—The dearly acquired skill which constituted his chief capital is rendered useless; and the apprenticeship to his new tasks must be completed at much labour to himself and expence to his employers. We are assured by high authority that little short of a whole generation must expire, before the change can be thoroughly established. When some of the more remarkable inventions, like of Arkwright's spinning-jenny, were first introduced, it was found necessary to discard the whole of the trained operatives, and to entrust the attendance upon the new machines either to young children or recruits drawn from rustic neighbourheods, who had never touched a spindle. It was no wonder the "skilled labourer" of the old system denounced and resisted the new; just as the old English archer resisted the introduction of the musket, after having acquired by incessant practice from earliest childhood his unerring skill as a marksman, and so great muscular power that he could be recognised a mile off, merely from the size of his arms. The spinning jenny, indeed, presented such an enormous increase in speed and economy, that the old workers gave in without a struggle. But the weaving machines did not appear at first so hopelessly superior.—The hand-loom weavers found themselves able to "live in the race" with the steam engine, although at a terrible sacrifice. The competition has been persevered in, with melancholy pertinacity, to the present day; until society has the burthen and the scandal of a numerous class of individuals, industrious but ill-judging, who have, even in good times, to battle for a bare subsistence against fearful odds; and who, in the frequently recurring periods of depression, present the most afflicting spectacles.—*Edinburgh Review, for January.*

AN INTERVIEW WITH HERSCHEL IN 1813.—He is seventy-six, but fresh and stout; and there he sat, nearest the door at his friend's house, alternately smiling at a joke, or contentedly sitting without share or notice in conversation. Any train of conversation he follows implicitly; anything you ask, he labours with a kind of boyish earnestness to explain. I was anxious to get from him as many particulars as I could about his interview with Bonaparte. The latter, it was reported, had astonished him by his astronomical knowledge. "No," he said, "the first consul did surprise me by his quickness and versitality on all subjects; but in science he seemed to know little more than any well educated gentleman; and of astronomy, much less, for instance, than our king. His general air," he added, "was something like affecting to know more than he did know." He was high, and tried to be great with Herschel, I suppose without success; and "I remarked," said the astronomer, "his hypocrisy in concluding the conversation on astronomy by observing how all these glorious views spread proofs of an Almighty wisdom." I asked him if he thought the system of Laplace to be quite certain, with regard to the total security of the planetary system, from the effects of gravitation losing its present balance? He said, no; he thought by no means, that the universe was secured from the chance of sudden losses of parts. He was convinced that there had existed a planet between Mars and Jupiter, in our own system, of which the little asteroids, or planet-kins, lately discovered, are indubitably fragments; and "remember," said he, "that though they have discovered only four of those parts, there will be thousands—perhaps thirty thousand more—yet discovered."—This planet he believed to have been lost by explosion.—*Beattie's Memoirs of Campbell.*

CLEANLINESS.—A white-yellow cravat or shirt on a man speaks at once the character of his wife; and be you assured that she will not take with your dress pains which she has never taken with her own. Then the manner of putting on the dress is no bad foundation for judging—if, it be carelessly, slovenly, if it do not fit properly. No matter for its mean quality, mean as it may be, it may be neatly and trimly put on; and if it be not, take care of yourself, for, as you will soon find to your cost, a sloven in one thing is a sloven in all things. The country people judge greatly from the covering of the ancles, and if it be not clean and tight, they conclude that all out of sight is not as it ought to be. Look at the shoes; if they be slipped or trodden on one side, loose on the foot, or run down at the heel, it is a very bad sign; and, as to slip-shod, though at coming down in the morning, and even before daylight, make up your mind to a rope, rather than live with a sapshod wife. Oh! how much do women lose by inattention to those matters!—Men, in general, say nothing about it to their wives; but they think about it; they envy their luckier neighbours; and in numerous cases, consequences the most serious arise from this apparently trifling cause. Beauty is valuable; it is one of the ties, and a strong tie too; that, however, cannot last to an old age; but the charm of cleanliness never ends but with life itself.—*Cobbett.*

SHORTSIGHTEDNESS OF A MONOPOLIST.—A well known penurious character, residing some years in Bath, invited a friend to dinner, and provided *two mutton chops*. On removing the cover, he said, 'My friend, you see your dinner' which his friend immediately (with his knife and fork) took to himself, remarking, 'I do; I wish I could see yours.'

AGRICULTURAL.

MANURE TANKS.—Some of our correspondents have not found tanks for the collection of their liquid manure worth their expense; I, on the other hand, find them very valuable. An exact knowledge of the conditions under which they are useful or otherwise, may enable your readers to form a judgement as to their utility in each particular case. I have two yards, the area of one of which is 4200 superficial feet, that of the other is 3375 feet. Round these yards I keep 69 beasts tied up in sheds, 12 horses in stables, and 12 beasts in the open yard. The 69 beasts have 4lbs. of oil cake per day, with 64lbs of swedish turnips, and 92lbs. of mangold wurtzel, and as much hay as they like. The 12 beasts in the yard have 4lbs. each of oil-cake, 40lbs. of mangold wurzel and straw. The horses are fed with clover and meadow hay, and a bushel of corn each per week. The daily consumption then is: 1 ton 19 cwt. of Swedes, 3 tons 1 cwt of beet, 2 cwt. 100lbs linseed cake, 80lbs. of corn, and hay. The buildings are all spouted.—The sheds and stables all drain into the yard, so that the manure may be saturated with urine, and drains from the lowest part of the yard communicate with a tank from which the liquid is removed and spread as soon as it is full. The effect of the dressing, 2000 gallons per acre, is very visible on my dairy pasture. I have compared the effect upon clover of the liquid collected in the summer when the beasts are fed with green clover, or Italian rye-grass, and 30lbs of linseed cake, with that produced by a dressing of Peruvian guano. 1½ cwt. to the acre, and I found it necessary to give ½ cwt. more of guano to make it equal to the tank water. The guano was either sowed on a wet day or dissolved in water, and spread in the same manner as the tank water. A man and horse will spread 15 carts of 200 gallons each upon the average of the distance I take it (this dresses 1 acre 1 rood), per day, at an expense of 5s. per acre. The guano would cost 1os. per acre for the same result. This liquid would flow away from my yard and from hundreds of others were it not so used. I do not feel competent to pronounce an opinion upon box-feed, but if sheds are used are used and the manure thrown out into open yards, I think wherever the cattle are liberally kept the tank prevents great waste.—*Charles Paget, Ruddington Grange.—Agricultural Gazette.*

THE BATTLE OF THE INCH OF PERTH.—The very strength of the Clan Chattan seems to have led to fatal dissensions among its early members. The parson of Kingussie lived in the twelfth century, and disputes betwixt the branches of Macpherson and Mackintosh appear to have originated not very long afterwards. Moreover, there is good reason to suppose that the Clan Cameron were primarily connected with the Chattan stock. These steps were too powerful individually not to be distracted in time by mutual jealousies, to which the conflicting claims as to the chieftship lent but too much force. In the time of Robert III. their quarrels had become a nuisance to the entire country, until the regent Duke of Albany persuaded the king to permit a settlement of their feuds by a public and pitched battle between them on the Inch of Perth. The memorable contest in question, which took place in 1396, is usually said to have lain betwixt the Clan Chattan and the Clan Kay, and Clan Kay has for the most part been interpreted into Mackay. But there are many reasons for believing that the combatants were none other than the discordent sections of the Clan Chattan—the Macintosches, Macphersons, and (at least in part) the Camerons. Besides the singular fact that these three steps alone have preserved any private traditions of the engagement, a still more striking circumstance is, that the disputes of those concerned obviously hinged almost entirely on a question of precedency. There were no mutual charges of rapine and slaying advanced, nor any redresses sought on such grounds. The losers were simply to succumb and veil their bonnets to the victors in the time coming. This cannot be explained in any one rational way, save by holding the disputants to have been the rival sections of Clan Chattan.—Besides, when the contest had actually taken place, and a few years had passed away, we find the united Clans Chattan and Cameron acting in full concert, according to John Major, at the skirmish betwixt James the First and Alexander of the Isles, in Lochaber, A. D. 1426. Unitedly they left the insurgent ranks, and so gave to King James the victory. Major very especially notes that Chattans and Camerons came of the "same stock," and followed "one head of their race as chief." So that the conflict at the Inch of Perth had produced at least temporary fruits. Of the submission of the Mackays, on the other hand, to the Clan Chattan in any way, or at any time, history tells us nothing; and indeed, being planted in the far north of Sutherlandshire, with many miles of country and various other tribes between them, the Mackays and the Clan Chatten were most unlikely to be at feud so bitterly. The sole fighters on the Perth Inch, we therefore hold, must have been the contending steps of the Clan Chattan. It can scarcely be doubted that the Camerons took part in Inch contest, and on the side of the Macphersons. The point will be more fully noticed in the sketch of the Clan Cameron.—*Smibert's Clans of Scotland.*

THE WELSH HARPER.—I became first acquainted with Mr. Campbell, in consequence of his cousin, Captain Robert Campbell, having married a lady of Montgomery-shire. Shortly afterwards he asked me to dine with him at the club. An hour before dinner while we took a walk together, he asked me many questions about Wales, Welsh literature, character of the people, &c.—observing that he had long intended to visit the principality. "You have told me," said he, "about the early bards, heroes, and examples of heroism in the old British; can you give me some anecdote of a modern Welshman—of the peasantry for instance?" After a little consideration I told him the following—an incident that occurred between twenty and thirty years ago:—In Towyn, Merionethshire, dwelt Griffith Owen, a very humble individual, but an excellent performer on the triple-stringed, or old Welsh harp. He was respected by every one, and had seen more than eighty winters; but sorrow was in store for him. The partner of his long life was seized with mortal illness, and within a few days carried to the grave. But this was only the beginning of Owen's grief; his son was taken suddenly ill, and very shortly after became a raving maniac.—Now in Wales, from time immemorial, the people have been in the habit of recording the private feelings, matters of history, or events of any kind, by what they call *triads*, or using the number *three*; and this will explain what follows. Very late, one clear, cold, frosty night, a gentleman was crossing Towyn Heath, where there is a beautiful romantic sea shore, with a natural terrace extending for miles. He saw before him some object moving, and on coming nearer heard a low groan; and, to his great surprise, there stood tottering with age the venerable figure of Griffith Owen. He was leaning upon his staff, his plaid hanging loose about him, and his white hair streaming in the wind. "Griffith!" said the gentleman, "what can have brought you, at such an hour, to this dreary place?" The old man instinctively replied, in a Welsh triad, "*My wife is dead, my son is mad, my harp is unstrung!*" In an instant the words shot through Campbell's heart. It came home to him like electric shock. He courted not, he said, disguise his weakness—but, what I venture to call his pure nature—he cried like a child! I was at the moment totally ignorant of the circumstances which so deeply affected him. But, when he had regained his composure, he told me these words were the literal expression of his own sad fate. I need not add how greatly shocked and grieved I was to find that, in trying to entertain him, I had unconsciously inflicted acute pain. But from this hour he was my friend.—*Macaulay's History.*

Provincial Legislature.

[*Reported by Mr. Thomas Hill.*]

TUESDAY, March 29th.

The House went into Committee on a Bill (introduced by Mr. Woodward) to make arrangements with the United States for reciprocal free trade. The benches being thin, after some debate progress was reported.

On motion of the hon. Attorney General the House went in Committee on the Report of the Select Committee on Railways.

Hon. ATTORNEY GENERAL said he had frequently heard hon. members, in advocating various measures, speak of them as being very important, but in his opinion there was nothing so important as Railways. In dealing with this matter he had come to the conclusion that, every member should divest himself of all local feelings, and he was determined that no local interests should in the slightest degree influence him, or prevent him pursuing what he considered his path of duty.—The interests of the whole country were at stake; the people were suffering from the stagnation of trade, and a feeling of despondency was gaining ground, not only among the industrial classes, but among those who occupied a higher station in society. The people were leaving the country—the very bone and sinew of the country were leaving us, and it was incumbent on the House to do something to check the emigration. A breath could unwake Princes, as a breath had made them, but a bold peasantry once lost could never be restored. The question arose, what could they do? If they would take such actions as would lead to the construction of this railway, the emigration would be checked, the labouring classes would be re-employed, business would revive, and they would display to the world the activity, energy, and vitality befitting descendants of the Anglo Saxon race. He now came to speak of the report. It might be said that they were hasty in the matter, but they were not so; the report was not the result of accident, but had been drawn up after close investigation, and proper deliberation; it was the deliberate opinion of the Committee, derived from much information obtained from various sources, and among the rest Major Robinson's Report upon the Survey of the Great Trunk Line from Halifax to Quebec. In their report the Select Committee alluded to that Line in forcible terms, and if any means could be devised by which that Line would go into operation, he would go for it most heartily. Words failed him in the attempt to express his ideas of its vast importance in a national point of view, for in the event of a war, the Colonies could now be reached at so many points from the United States, that their fall would be inevitable, unless the Great Trank Railway went into operation. It was a great national undertaking, and if Great Britain valued her colonies as she ought, and as he hoped she did value them, she would at once commence the construction of that Line, and never stop to count the cost. Impressed with these views, the Committee recommended that the House should offer, to facilitate the making of the Great Trunk Line, all the ungranted lands within ten miles of the road on either side; and also guarantee the right of way through lands owned by private individuals—which would have to be purchased, unless those individuals chose to give them gratuitously—and the ground necessary for the several stations. This, in his opinion, was as much as the Province could afford to give. But the Committee in their report had continued thus: "*and if nothing else would suffice*, we would respectfully recommend that the House should consent to such modification of the present protective duty on our pine timber as the British Government may deem advisable, if, in consideration thereof, they will undertake to make the necessary advances to complete that portion of the Line running through this Province. "This the Committee were in favour of doing, rather than not have the Great Trunk Line, and they were actuated by the conviction that in order to obtain the necessary advances, or guarantee, they must make some offer that would recommend itself to the free trade portion of the British House of Commons, who formed a majority. They did not think this measure would materially affect our trade, as the British people must have large white pine timber, and must come to this Province and Canada for it. Besides, according to the present aspect of affairs the protective duty on timber would not be long retained; he did not believe it would be worth five years purchase.—The Shediac Line of Railway was first projected to connect with the Great Trunk Line, but as the latter may never go into operation, it became the duty of the Committee to take into consideration what would then be the result. They made up their minds that the Province must have a Railway, and they turned their attention to the question whether any Line running from one point to another within the Province would pay or not. The St. Andrews and Woodstock Railway they did not feel disposed to touch. There was another projected Line from St. John to Quebec; this they considered of very great importance in a commercial point of view, but it would cost not less than £2,500,000; and that was entirely beyond the means of the Province; therefore they could not touch that Line. The question then came up, what Line, the cost of which is within our means, will pay best, and do the most good to the country? After due deliberation they came to the conclusion that this was the Line. They had not been influenced by local interests in this matter,—it also became members of that House to discard all local feelings upon the subject. A Line in any part of the Province must benefit the whole country, and they should all act together for the general good. St. John could not flourish without reflecting its prosperity upon Fredericton; nor could Fredericton flourish while St. John was paralyzed. Were he to go abroad and tarry for some years, he could tell on landing in St. John on his return whether the Province was in a prosperous condition or not; and if he found the shops shut, and business stagnated, he would know immediately that Fredericton was in a similar state. The House should have but one mind in the matter, for without unanimity they would effect nothing. He had the misfortune to differ in opinion upon this measure with many of his constituents and best supporters, but he was doing what he thought was right according to the best of his judgment, and he had no doubt but they were also honest in their conviction. He was determined, however, not to be swayed by any selfish motives, but he should do what he believed to be for the best, and take the consequences; [hear, hear]. They should make the best Line of Railway that was within their means; and the Select Committee had come to the conclusion that this was the Line. First, "Because it will open up a Commercial communication between St. John and the Gulf of Saint Lawrence. This he held to be of very great importance. Here was a seaport on the Gulf 600 miles from Saint John by water, and dangerous navigation too, which by this railway would be brought within four hours travel of Saint John. The fertile Island of Prince Edward, laying immediately opposite Shediac, would be brought within five or six hours of Saint John. Then the whole Gulf abounded in fish, of almost every variety, and this would give a very great impetus to the fisheries, which would then be prosecuted to a very great extent, and form an important article of traffic. Perhaps hon. members generally were not aware of the importance of those fisheries, but they would form some idea of it, when he informed them that 700 vessels were employed in the trade every season, exclusive of a large number employed by the Jersey Houses. One of the St John merchants, Mr. Allison, had informed the Committee that he exported 10,000 barrels of Alewives from St. John in one summer, and could have sold as many more if he had been able to procure them. It was true that most of the vessels now engaged in the Gulf Fisheries were American vessels, but this was because they had no trouble in finding a market for them after they had caught them. Our own fishermen had not the same advantage, but this would be remedied by this Railway going into operation, as the fisheries would then be brought within four hours of St. John. He would now ask, could any hon. member point out any other Line in the Province of equal distance, attended with so many advantages as this? If any one could show a Line of more importance, and within the means of the Province to accomplish, he would go for it.—The second important consideration the Committee had pointed out, was, "Because of the extent of population and the fertility of the soil throughout the the whole Line." This was true; and he would ask any hon. member who intended to oppose the recommendations in the Report, if he could point out any other line in the Province 108 miles in length, running through such a fine settled country, with a route so level, and uniting two seaports of so much importance. He believed there were hon. members in the House who were of opinion that the Line should extend from Shediac to the Bend of Petitcodiac, and there stop. That would unite the Bay of Fundy with the Gulf of St. Lawrence, and would certainly be a good measure so far as it went. A union of the Bay and Gulf by Railway or Canal has been talked of for fifty years past—The Report next went on say, "Because, when 20 miles at either end of the Line is completed, great commercial advantages will immediately result therefrom."—There was every prospect that twenty miles at each end of the road would pay immediately.—From Shediac to Petitcodiac the Line ran through a level and settled country, and connecting, as it would the waters of the Gulf and the Bay, the traffic would at once be extensive. Twenty miles at the other extremity would run from St. John to Hampton, opening up communication with a dense population.—The fourth reason set forth in the Report was, "Because it must lead to the construction of a Line from Halifax to Shediac, and from St. John to the American Frontier, which would make it a part of the great highway from Europe to the remotest States of the Union." By letters lately received from a friend in Nova Scotia, he learned that the Legislature of that country were moving in the matter, and he had no doubt but they would at once push on a Line from Halifax to Shediac, as they were apprehensive that we should cut them off from the Gulf trade. Now how would our Line pay, provided the two Lines were in operation? Why, we should have the advantage of a level road, and they would not, so that the same tractive power it would take to haul 22½ tons on their Line, would haul 46 tons on ours; or more than twice the amount. Besides, we should have the advantage of some 40 or 50 miles in the distance.—These Provinces were in the foreground of the American Continent, forming the nearest point to Europe. If the Shediac Railway was constructed there was no doubt but the Line would be continued to Calais, where it would unite with an American Line; and travellers to and from Europe would go this way, as they could travel by Railway in one fourth of the time it would take by steam navigation. Railways were one of the most important of modern inventions, as it favoured civilization. No doubt but more frequent intercourse with our western neighbours would tend to soften down asperits which had hitherto existed. (Here the hon. member read an extract from Macaulay's Works, showing the importance of Railways.) The Report had also stated that "no line of equal extent can be found in the Province, which can be so easily and cheaply constructed, or which can present such prospects of immediate advantage to every department of industry, whether connected with the Fisheries, the Agriculture, or the Commerce of the Province."—Now all he should say upon this part of the subject was, that the Committee knew of no other line that could show so many advantages as this, and if any hon. member who was opposed to the Report would point out such Line, within the means of the Province to construct, he (hon. Attorney General) would go with him in adopting it. As to this measure being opposed, he had made up his mind to that. Scarcely any measure, no matter how important or beneficial to the community, but had met with opposition when it was first proposed. When it was first proposed to light the streets of London with Lamps, it was met with strenuous opposition; when it was first proposed to run a fly-coach from Oxford to London in one day, it was opposed, and a petition to Parliament was got up against it, setting forth the injury it would be to the taverns on the road, and praying that no coach might be suffered to travel over thirty miles a-day! Vaccination was another useful invention which at first met with opposition. He considered it so important for the Province to have a Railway, that he would go for the best line within their means, and not stop to count the