

POOR COPY

Wilmot's Report

# Woodstock Journal.

"He is a Freeman whom the Truth makes Free, And all are Slaves beside."

VOLUME 5.

WOODSTOCK, N. B., THURSDAY, MARCH 24, 1859.

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### OUR PAPER.

The Woodstock Journal is a large eight-page weekly, devoted to the advancement of industrial, commercial, social and moral interests of New Brunswick.

The objects at which it particularly aims are the promotion of immigration, the settlement of the wild lands, the opening of the country means of railroads, &c., an increase of the population in the Assembly, and Free Education, schools of all grades, from the lowest to the highest being open to all without money without price, and supported by Direct Taxation.

The Journal is published every Thursday at Woodstock, N. B., by Wm R. Melville for A. Edgar, Proprietor.

Single copies, Two dollars a year, six of six, one and three quarters dollars each, of ten, one dollar and a half each.

N. B.—To any person who makes up a club these rates, and sends us the money in advance, we will send a copy of the Journal for a year, gratis.

When payment is not made in advance, two dollars and a half, and when payment is delayed beyond the year, three dollars will be charged.

Chargemen, postmasters, and teachers supplied at a dollar and a half a year.

ADDRESS: Editor of the Journal, Woodstock, N. B.

### LUBBING WITH OTHER PERIODICALS.

By arrangements with the proprietors of the following periodicals we are enabled to offer you with the Journal at the low rates mentioned.

The Atlantic Monthly; an original American Magazine of the very highest merit, published at Boston by Phillips, Sampson, and Company. Price three dollars a year in advance. A new romance by Mrs. Harriet Beecher Stowe was commenced in the January number, and will be continued through successive numbers.

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THE BLESSED HOME.—Home! To be home is the wish of the seaman on the stormy seas and lone watch. Home is the wish of the soldier, and tender vision single with the troubled dreams of trench and tented field.

Where the palm tree waves its graceful plumes, and birds of swelled lustre flash and flicker among the gorgeous flowers, the exile sits staring in vacancy; far away home lies on his heart; and borne on the wings of fancy ever intervening seas and land, he has swept away, home and hears the lark singing above his father's, and sees his fair-haired brother, with light foot and childish glee, chasing the butterfly by his native stream. And in his best hours, home, his native home with his Father above the starry sky, will be the wish of every christian man.

He looks around him—he finds the world is full of suffering; he is distressed with its sorrows and vexed with its sins. He looks within him—he finds much in his own corruptions to grieve for. In the language of a heart repelled, grieved, vexed, he often turns his eye upward, saying, "I would not live here always. No, not for all the gold of the world's mines—not for all the pearls of the seas—not for all the pleasures of her flashing, frothy cup—not for all the crowns of her kingdoms—would I live here always." Like a bird about to migrate to those sunny lands where no winter sheds her snows, or strips the grove, or binds the dancing streams, he will often in secret be pluming his wings for the hour of his flight to glory.—Guthrie.

The Duchess of Leuchtenberg, whom the King of Sardinia is to marry, is the eldest daughter of the Czar Nicholas of Russia, and sister of the present Emperor.

She is thirty-nine years of age, has been a widow since 1852, has one child—a son, King Victor Emanuel, thus allied with the Emperors both of France and Russia, will prove a formidable antagonist to Austria.

A woman in Cincinnati recently made an application for divorce on the ground that her husband was a "confounded fool." He was evidently well mated.

### House of Assembly.

THURSDAY, March 10.

An attempt to rescind the 12 o'clock resolution failed, 13 to 18.

#### COMMITTEE OF SUPPLY.

The House went again into Committee of supply, Mr. Steadman in the chair.

The question before the committee was to fill the blank in the resolution of appropriation for Public Works with £35,350. The following is the apportionment of this sum in the Estimates:—

Great Roads and Bridges,	£16,500
Internal navigation—Dredge,	1,100
Fredericton to Grand Falls,	300
To improve local navigation of Miramichi and Renous Rivers,	200
Public Buildings,	750
Bye Roads,	14,000
Steam communication,	2,500
Total,	£35,350

Mr. DesBrisay said that he had been attacked for his remarks upon the steamer to the north. He thought that her subsidizing was so much money thrown away; a steamer was not needed until the St. John and Shediac Railway was completed.

But he should not oppose the grant; and he hoped that next year the service would be more remunerative, and that information concerning the amount of freight and number of passengers would be laid before the House.

With respect to the Grand Falls Bridge he would go for paying Mr. Tomlinson one-half of his loss. But he was told that some of it broke in discharging from the boat, and that these links were welded and eventually used in the Bridge.

If this was so it certainly required information.

The Speaker replied to Mr. DesBrisay, explaining the value of the northern trade, and contending that it was necessary to turn it in the direction of St. John even before the Railway was completed.

He also made an explanation respecting the Grand Falls Bridge; and argued that the question of the falling of the Bridge had nothing to do with the question before the committee as to filling this blank.

The whole sum necessary to pay Mr. Tomlinson under the contract had not been previously granted. The balance was included in this vote, which would be paid him after the completion of the Bridge.

The question as to whether the Province should repay Mr. Tomlinson any part of his loss might be brought up after the completion of the Bridge.

Mr. McPhelim asked who was the leader of the Government in the House? Had the Speaker taken the work out of the hands of the Attorney General and Provincial Secretary? The Speaker had told them of the bonds which Mr. Tomlinson's sureties had given; were these bonds valid? Could the Attorney General recover the amount? In the construction of the bridge there should have been an examining engineer. Was not the constructor the engineer of the Bridge? He objected to voting £750 for Public Buildings until the report of the commission to inquire into the cost of removal of the seat of Government was before the House.

The Atty. General said that he thought the bonds could be enforced. Mr. Tomlinson had raised money in St. John, and had gone up to finish the bridge.

Mr. Botsford asked the Attorney General about the bond, who replied that, as he was informed, he believed it could be enforced. Mr. Botsford thought this answer very unsatisfactory, and went on at great length to argue that the bond had been rendered void by spoliation by the Board of Works in the principle of the bridge.

Mr. Chandler replied to Mr. Botsford arguing that the bond was valid.

Mr. Gray said that it would have been

much better that this discussion, respecting the validity of the bond, should not have taken place, but, as it had occurred, he felt it his duty to give his opinion. He held that the bond was valid. Mr. Gray read the contract, and argued that it provided for a supervision of the construction by a competent officer, appointed by the Board of Works, and for an inspection of the materials previous to their use.

He then read portions of the Report of Mr. Vernon Smith, to show that there had been no test of the iron before its use; that pieces of the broken links, which he had examined, had an appearance by no means indicative of good iron; that had there been a proper test the defect would most probably have been discovered, and that although the bridge had been built upon a well known and good principle the details departed from previous examples, and were such as, with the inferiority of the iron, to lead to the accident.

Mr. Smith thought the discussion of this question of the validity of the bond very impolitic. From Mr. Gray's remarks, he drew the inference that he was glad that the bridge had fallen. But the falling of the bridge had nothing to do with the question before the committee.

Mr. Tomlinson, like an honest man, is going on to finish the bridge; surely the House would not refuse to place the Government in a position to pay him the contract price when he had completed it. He differed entirely from Mr. Gray respecting the validity of the bond. Mr. Smith went on to argue that the contract gave the Board of Works the power to appoint a person to inspect the work as proceeded with, and the materials before being used, but did not require it to do, and that as there had been no breach of the contract by the Board in that, Mr. Gray's argument might be formed about the contract, he wished to know what it had to do with the question of appropriating money for the Great Roads and Bridges, the Bye Roads, and other public services for the present year.

Mr. Wilmot thought that the Grand Falls Bridge had been badly managed. When the Board of Works was first established it was supposed to be for the purpose of providing a competent scientific supervision over the construction of public works, and that a skillful engineer would be attached to it. The system of letting work by private contract was a bad one. The Government of which he was a member let the Hammond River Bridge by private bargain for £3,600, and found that when finished it cost over £7,000. They learnt by experience, and when in the Government since that time he had adopted the principle of public competition. He had doubts as to the employment of iron for bridges in this cold country. The Government should have had a scientific man to supervise the construction of the Grand Falls Bridge. The Board of Works, when he was a member of it, had an engineer attached to it. He considered a scientific head was even more important to that department than a political head. Mr. Smith had been removed from the Board of Works for political reasons. He presumed Mr. Tomlinson was no doubt a good

bridge builder, but it was wrong to have him for both engineer and contractor. Mr. Wilmot then dwelt upon the insignificance of the proposed grant of £300 for the river navigation. The river counties had lost their railroad; but he hoped that the Government were prepared to give them some measure of justice by improving the navigation of the St. John. Mr. Wilmot concluded by referring to the session of 1857, and the manner in which the then opposition called upon the Government, of which he was a member, daily and hourly to bring down their measures. Where were the measures of the present Government? If they resembled their Shediac railway scheme and the Emigration scheme, published last summer, he trusted that they would never see another of them in that House.

The Provincial Secretary said that Mr. Smith had remained up to the present time in connexion with the Board of Works, without reference to political opinions. As his duties in the Board of Works were not sufficient to occupy the whole of his time he had been removed to St. John where he could be employed in connexion with the Railway, while his services were available at any moment to the Board of Works.

Mr. Gray had assumed that the contract for the Grand Falls Bridge required a constant supervision by an officer of the Board of Works. He (the Secretary) held that by the contract Mr. Tomlinson was bound to build a workmanlike and substantial bridge, whether there was any supervision or not. But members of the Board of Works did from time to time visit and inspect it, even the iron as manufactured in St. John was inspected by Mr. Smith. The iron had not been tested, because the Government had intended after the Bridge was finished, and before taking it off the contractor's hands, to apply to it a sufficient weight to test its strength. On Mr. Tomlinson's account, as well as for other reasons, he regretted the account; for he was endeavoring to build up a reputation by this bridge; and he had given the utmost satisfaction as a bridge builder.

The Surveyor General said that the only charge against the Government seemed to be the letting of the Bridge by private bargain. He thought that as this fact was laid before the House last year in the Report of the Board of Works it was now too late to take exception to it. He related the circumstances under which the contract was made, to show that the Government did what they thought best under the circumstances. The masonry of the work had been inspected by Mr. Smith while in construction, and highly approved of. He did not think that a case had been made out against the Government or the Board.

Mr. Kerr said that if the Bridge had fallen after having been taken off the contractor's hands they would have known whom to blame; but as it fell before there seemed to be a difficulty in fixing the responsibility. If the sureties had known that the work and the materials would not be tested as the work progressed, but that the test would not be applied until the whole expense of building the Bridge had been undergone they probably never would have accepted the responsibility. This was the view which a jury would take; for it was evident from the contract that it was understood that the whole work was to be done under a constant supervision. He thought that the House should have more information before voting away this sum of £35,350. The public accounts were not in a satisfactory state. He would direct attention to the abstract of Railway expenditure as given by the Auditor General's Report, and as given in the Report of the Railway Board, both based on information prepared by the Board. Both were the distribution of the expenditure in the various services from the commencement of the work to the 31st October 1858.

Railway Report, Auditor's Report	£35,350 13 6
Engineering	1,100 0 0
Fredericton to Grand Falls	300 0 0
Public Buildings	750 0 0
Bye Roads	14,000 0 0
Steam communication	2,500 0 0
Total	£35,350 13 6

This showed a difference of £69,000 between these two statements. It did appear to him that the committee should have an explanation of these discrepancies before voting the estimates. He had no doubt but that this discrepancy was capable of explanation; but the explanation should be given; there were evidently some mistakes in classification.

The Provincial Secretary said that he could not at a moment's notice give an explanation of this discrepancy. He hoped that the Railway Committee had sent for the principal clerks of the Board.

Mr. Gray said that in summoning Mr. Jardine, they had told him to bring any person in the department whom he thought would be of service in the investigation.

The Provincial Secretary said that he believed the discrepancy arose from a change in the mode of keeping the accounts made during the year. The £108,000 paid to Jackson & Co. for their work and materials had been distributed over all the accounts. But this discrepancy was no reason for opposing the grant before the committee.

Mr. Kerr said that there was a deal of mystery about the public accounts, which made it almost impossible to understand them. There was no reason why they should not be presented in so simple a form that he who ran might read. The accounts might be satisfactory to the Secretary, but they were not satisfactory to him, and he believed that they would not be satisfactory to the House.

Mr. Lawrence spoke at length upon the appropriations and the Revenue Bill. He urged that instead of additional taxation there should be retrenchment. The additional 2 1/2 per cent. duty on unenumerated articles would be severely felt by the laboring classes. Instead of proposing to raise more revenue the Government should endeavor to bring the expenditures within the present revenue. There might be a saving made by the amalgamation of some of the departments. The Provincial Secretary himself was the only member of the Government who earned his six hundred a year. One of the heads of departments did not give the public four months work out of the twelve. He proposed to take a small sum from each of the items in this appropriation, and thus to reduce the expenditure within the revenue raised by the present tariff. He should therefore move to fill the blank with £30,000, instead of £35,350.

Mr. McPhelim moved that progress be reported, which was opposed, but carried 19 to 16.

Ayes.—Messrs. Kerr, Gray, End, Lawrence, McPhelim, DesBrisay, McIntosh, Wilmot, Tibbitts, Gilbert, Sewell, Allen, Botsford, McMillan, Lewis, Williston, Read, Vail, McEellan.

Noys.—Messrs. Speaker, Fisher, Brown, Tilley, Connell, Smith, Cudlip, Wright, Gillmor, C. Perley, Hanington, Lewis, W. E. Perley, McLeod, McAdam, Mitchell.

FRIDAY, March 11.

NAVIGATION LAWS.

Mr. Mitchell, when we entered the House this morning, was speaking to a resolution, moved by himself, for a joint Address from

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DYSPEPSIA. A great scourge of this continent yields to a course of the anti-septic Pills, the digestive organs are restored to their normal state, no matter in what hideous shape disease exhibits itself, the purging and invigorating remedy disperses the morbid matter, and restores the patient's system.

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SICKLY FEMALES. A child loses no time in trying a few doses of this regulating and renovating remedy, never may be their complaint, it cures it with safety in all periods and other organizations its effect is all but miraculous.

UNEFUL PROOF. A testimony of Nations is unanimously given to the efficacy of this medicine, and certifies to the virtues of this medicine, and bears witness to the UNDEBATED BENEFICIAL EFFECTS OF HOLLOWAY'S PILLS.

Holloway's Pills are the best remedy known in the world for the following diseases: Headaches, Indigestion, Biliousness, Inflammation, Rheumatism, Liver Complaints, Lowness of Spirits, Stone and Gravel, Secondary Syphilis, General Affections, Worms of all kinds.

CAUTION.—None are genuine unless they bear the name of Holloway, New York and London, and are sold in every part of the world.

There is considerable saving by taking smaller sizes. Directions for the guidance of every disorder are affixed to each bottle.

FAIRBANKS' CELEBRATED SCALES, of every variety, 151 N. Broadway, Boston.

GREENLEAF & BROWN, Agents. All assortment of all kinds of weighing apparatus, and store furniture for sale at low rates. Hay, and Coal Scales set in any part of the Province.

John, N.B., by Wm. Thos. Woodstock, July 29, 1858.

PINES & ONIONS.—10 BBL'S of Baldwin and Greening Apples; 5 bbl's of 1 lb. Pickles.

Sold by MYSHRALL & RICHET, Montreal, Nov. 10, 1858.

THE SUB-CRIBERS beg to inform their Customers in Woodstock and the Country that they are prepared to order for FLOUR deliverable at St. Andrews, and forwarded the same by Railway at St. Andrews will not exceed the prices in St. John.

Orders by this route will be so to take delivery of the goods at the rate at Howard Settlement and provide transport from that place.

HALL & FAIRWEATHER, John Dec 1, 1858