to have his whole winter supply of flour, &c., landed in Saint John, otherwise he could be certain of it carried up by his lumbering camps before the river closes. If the line should not pass through Fredericton he was afraid it would prove injurious to that city, but it would benefit every farm in the country. Even if the line pass through Fredericton he thought that city would not receive as much benefit as some other places; she would merely have the benefit of the carrying trade. He considered the line to Portland of most importance, as the course of trade was tending in that direction, and if this line was built the branch to the American Boundary would soon be completed. He con-

Mr. Scoullar said this debate had lasted a long time, but he presumed the vote would soon be taken. The hon. member for York (Mr. Taylor) had made use of an extraordinary remark, when he set lightly by the carrying trade, for the experience of railways in other countries showed that the carrying trade was best. The first resolution was general. He agreed with the proposition that railways would prove of great benefit to the country, and there was no doubt but this line would prove beneficial were it built. It would not do much good to Fredericton unless it passed through it; but should it pass through Fredericton the cars might bring up a congregation to fill the new Cathedral. The hon. member for York had spoken of the public meeting which took place a few evenings ago in Fredericton. He (Mr. Scoullar) had attended that meeting, and found a large proportion of those present were members of the Legislature; there was not more than six or eight freeholders of York present. This was the expression of public opinion to which the hon. member referred. He (Mr. Scoullar) did not feel certain that the Colonies would get the money, supposing they all agree upon the measure; he saw nothing in the despatches which held out any assurance that Great Britain would advance it. He would vote for the first Resolution, but he was not sure how he should vote on the second resolution; he had hardly made up his mind upon it. He did not like the manner in which the Government had introduced the measure; he thought they should have brought in their Bill. The railway he would like to see built first from Shediac to the Bend of Petitcodiac, as that would open up the trade between St. John and the Gulf of St. Lawrence. He did not like the amendment that had been submitted. He would not submit to the conditions laid down in Mr. Hawes' letter; if they could not get the money without submitting to such terms as that set forth, he would oppose the measure. The road would benefit the two ends—the termini—most; that was acknowledged by Earl Grey; and that being the case, he thought it was unfair to ask this Province to build more than one-third of the line. In reference to the proposition made by the hon. member for Westmorland (Mr. Hannington) he should say little at present, but wait until the Bill was before them. He was not sure he would vote for the Government to have the management of it. If the power were vested in the hands of the Government without strong guards, they would be enabled to control the proceedings of the House, and also control the elections for the next ten years. He was not disposed to give the Government that power, but wished to keep them pure. There was hon members in the Government for whom he entertained very high respect, but he wished to keep them right.

Hon. Mr. Wilmot rose and said, that this subject was most important, and required great consideration. However zealous he had been hitherto in matter of trade, he had not been over zealous in matters of Railway. His reason was, that he never yet, until the present period, saw a project of a line that he could give his support to without any doubt or contingency. He recollected the project for the Shediac and St. John Railway; his constituents were mad on that subject: but he could not then concur in the opinions expressed in the House concerning it. He did not consider that a Representative in that House was a mere Delegate, to express exclusively the opinions of his constituents; but that he was sent there to do what he conscientiously thought best for the good of the Province at large. He could not concur with the amendments proposed by the hon. member from the City of St. John. He (Hon. Mr. W.) drew from them the conclusion, either that that hon. member was opposed to the whole scheme; or else that the amendments would lead to an enormous expenditure far beyond what he (Hon. Mr. W.) could approve of. [Hon. Mr. W. here read from the Journals of 1849, page 290, the recommendation relative to the proposed Railroad from St. John to Shediac, that the road should be made by the Government, and that the Province should take half the stock, and guarantee the interest; observing that he had not agreed to that proposal, and that it was afterwards modified in the House, by a Resolution, that the Province should take stock to the amount of £250,000; and that before any part of the stock should be taken by the Province, at least £50,000 should be actually paid in by the subscribers.] Therefore the Province was not required to guarantee the other half; and it was made necessary that £50,000 should be paid in, before the Province took any stock at all. On that principle he (Hon. Mr. W.) was perfectly ready to go with the proposition; but that Resolution was lost by a large majority. He then moved another Resolution, that the Executive Government be authorized to commence and complete the work. [Hon. Mr. W. here read the Resolution from page 217, Journals of 1849.] He had never had but one opinion, that it was advisable and necessary, particularly in such a new country as this, that those great lines of communication should be public works, under the management of the Executive Government. This was his view at that time, and it was concurred in by the hon. member from Westmorland, (Mr. Hannington). If that work had been commenced at that time, we should have known by this time what Railways were in this country; and that line would have connected St. John and Shediac, and thereby also have connected the north shore with St. John. Hon. members, however, at that time opposed that proposition; those who were in favour of the line as a whole, were opposed to making it in that way; and therefore that Resolution was lost. He would now refer to something he had written on the subject long ago, which would show that he had never altered his opinion. There had been a change in public opinion, particularly in St. John, as to constructing these great works as Government works. [Hon. Mr. W. here read from the *St. John Courier* some communications written by him in 1843 or 1844.] Those were his opinions in 1843, and his opinions had never changed; and he was glad to see that public opinion had now come round to the same point; therefore he could support this measure without having changed his opinion.—With regard to these Resolutions: the first was proposed to be amended, by adding to it, "in connection with a commercial line to the American frontier." But that connection was already provided for in the Facility Bills. A bill to meet the objections of the Colonial Secretary had been prepared, to be submitted to this House; but it was now deemed advisable that it should be kept back; in that Bill the guarantee of the Government was included; but there would now be no difficulty in providing for that. But the amount of the amendment now proposed was, that if it should be carried, it would completely frustrate and upset the whole policy of the Railway scheme now proposed by the Government, in compliance with the recommendations of the British Government. Therefore he said, that that connection was already provided for; and that if that amendment were carried, they could not get the guarantee of the British Government for any part of the Halifax and Quebec Railway.—As to the 2nd Resolution; it seemed that the hon. member from the City of St. John would go three times as far as he (Hon. Mr. W.) would. [Hon Mr. W. here read the amendment to the 2nd Resolution.] What did that mean? Either to give an addition to the present scheme, and also to include the whole scheme of a road by the eastern coast; or else it was intended to do away with the route by the valley of the St. John, and to build the European and North American Railway instead. No man who had any doubt about the success of Railways in this Province, could vote for that amendment; because to adopt it would be imposing an expenditure beyond what the Resolutions contemplated. Hon. Mr. W. here detailed a lengthy series of arithmetical calculations in reply to those previously advanced by Mr. J. M. Johnson; and showing the much more extensive works to be undertaken, and expenses and liabilities to be incurred, under the proposition contained in the amendment, than under that of the Resolutions; and also at some length commented on Mr. Robinson's Report. It had been stated by Mr. Canning in the House of Commons, that there was nothing extraordinary in his figures, except Boots; but he (Hon. Mr. W.) though that both the facts and figures of that hon. member (Mr. J. M. Johnson) were wrong. He (Hon. Mr. W.) wanted to state things as they really were; and to look at the state of the country, and to consider how far we are in a position to carry on a Railroad system within it. [Hon. Mr. W., after quoting various printed authorities, proceeded to observe as follows.] With respect to the Erie Railroad: the State of New York owned the Erie Canal; and before the State would grant a charter to carry that Railroad through, the Company were obliged to agree to pay to the Canal the same tolls on all goods carried by their Railroad, as if they were sent by the Canal itself.—It was said, that there

means of the large steam propellers which were now carrying freight through the whole route of the St. Lawrence, direct to Halifax. [Here Hon. Mr. W. detailed a variety of statistical facts on this point.] A barrel of flour costs 82 cents in getting from Cleveland to Albany; compared with only 45 cents in getting from Cleveland to Quebec. Another fact was to be remembered; a Railroad was now opening out between Toronto and Lake Huron; by which a barrel of flour would be carried from Michigan to Montreal for 30 cents; therefore, on those grounds, if on no other, and from the fact that the line now proposed must pass entirely through British territory, (for though there might be no hostilities of men to apprehend, there might be hostilities of tariffs.) those Resolutions should be supported. A time might come when a duty on foreign corn may be re-imposed in England; and that would cause the whole trade of the great western country of the United States to come down through British territory to get to Europe.

Now, as to what had been said about the enormous amount of debt to be imposed upon us, if we attempted to carry out this scheme. What was the fact, with regard to the present roads? He was not an old man; he had not yet seen the other side of a century, as an hon. member said the other day. But he recollected when there was not a single mile of bye road in the County of Saint John; in 1820 there was one main road in that County, but no bye road; and there was no Nerepis road then. But now there were over 1000 miles of bye road in the County of Saint John. [After some further observations, as to the improvements in the roads in this Province, Hon. Mr. W. proceeded as follows.] Some £35,000 would be granted this year for roads; a great amount of money had been well expended on the roads under the Statute Labour Act; and altogether there was now at least an aggregate of £37,000 per annum spent on the great and bye roads.—That money was applied to those roads, without any return in the shape of toll of any description; but would any one say, that it did not promote the improvement and prosperity of the country? Then, as we were now expending that amount yearly on the roads, if we can find an improvement in the system, and are prepared to undertake the responsibility of adopting it, would any one say that we should not do so? He thought the people of this Province belonged to a race whose motto was "onward; progress;" and he thought they would not be recreant to the parent that they belonged to; and when Canada on one side and Nova Scotia on the other, had determined to adopt this measure, and to build a part of the road on each side within this Province, (the advantage of which we should afterwards have,) he would be sorry to refuse the boon that was attainable, when the money was offered us at such an easy rate. He would be sorry to stand in the back ground, and refuse to undertake the responsibility. He was satisfied that the public opinion of the Province was prepared to carry out Railroads, if there could be shewn any feasible reasons and grounds for doing so. In 1827, the first year he went to England, he saw the first locomotive engine, on a road between South Shields and Durham, carrying coals from the collieries, and going at the rate of five miles an hour! Mr. Stephenson, one of the master spirits of the age, first undertook the construction of the Liverpool and Manchester Railway; and when he first proposed to construct locomotives to run 15 miles an hour, he was told by no means to say anything of the kind publicly, for the very idea would frighten people and cause prejudice against the whole scheme! However, he constructed them, and that Railroad was built and opened. But before the proprietors could obtain a charter, they had to buy off the opposition of Lord Francis Egerton, (who owned the Bridgwater Canal,) by giving him 1000 shares of the stock; and in a few years that stock was worth a net profit of £200,000; and yet after all that, and after the Railroad was established so successfully, the Canal was paying just as much as it ever did before, and has continued to do so ever since. Hon. Mr. W. then stated a variety of statistical facts, shewing the effects of Railways in England, in increasing travelling and facilities of communication, and thereby promoting general convenience and prosperity.] These were facts that there was no getting over; they could be proved to a demonstration, as clearly as any problem in mathematics:—Then, look at the state of this Province, as compared with the neighbouring States. They found the Americans on their west, who had commenced their public works in 1836, by borrowing money on their bonds; speculation was rife at that time; the tariff was going down every year, and free trade was dominant then; the exchanges were affected, and every bank suspended payment; and how were the bounds to be paid? Only by direct taxation system was broken to pieces, and their credit destroyed in Europe; it was not at all to be wondered at, that they repudiated; because they had not the money to pay, their banks were all broken and their merchants bankrupt. From 1837 to 1841, the country was prostrated; but after passing the tariff of 1842, that measure had the effect of bringing the imports within their exports, and no reputation had since been heard of. But compare the effect of such direct taxation in the United States with the indirect taxation in this Province. Our population of 200,000 (and he was sorry that the census returns shewed that the population of the country was not more advanced of late years) paid, by indirect taxation on imports, about £75,000, or 7s. 6d. per head; the indirect taxes in the United States exceeded $30,000,000, (being taxes on imports,) or $2,50 per head; therefore we paid a less proportion of indirect taxes, by 5s. per head, than the people of the United States; but they paid also a large amount of direct taxes. The Province of New Brunswick, in proportion to its number of square miles of area, contains as great natural resources as any equal portion of the world; it enjoys a good wholesome climate, and can pay taxes as well as the United States. Then it must be considered also, that the whole of their indirect taxes go for the general purposes of the Government; but the others (the direct taxes) go for internal improvements, and also to pay for the local Executive Governments of the respective States, and for roads, schools, &c.; so that hon. members might judge how far we are a taxed people as compared with the people of the United States. In Queen's County, (in this Province,) direct taxation averaged 7d. per head; King's, 9d.; in Kent, 6d.; in the rich County of Westmorland, 3d.; in St. John, over 6s. per head!—He would now mention one fact with regard to St. John, to shew the necessity of of doing something for the country: the census returns shewed that the amount of increase in the population of St. John in the last six years was just 410 persons. This was the effect of the commercial changes of late years in Great Britain and in this Province; of the one-sided free trade, and the consequent derangement of the monetary system. He [Hon Mr. W.] was not opposed to free trade on proper principles of reciprocity; but he was not for such free trade as would admit free imports from countries that will not admit free imports from us in return. He had proved, then, so far as taxes were concerned, that even supposing the whole amount of the 5 1-2 per cent. interest on the proposed loan, [after deducting the charges for carrying the mails,] would have to be paid by us; and even supposing that there would be no return whatever from those great improvements; yet by bringing money into the country at about one-third the cost for which money can be put on railways in the United States, an immense benefit must accrue to the Province at large; it would be the means of creating a vast improvement for the benefit of farmers, of creating markets for their produce; employing the industry of the country, and adding the revenue; and must put money into circulation and add to the general wealth of the country. He now wanted to shew the peculiar advantages of this country for constructing railways. In the United States, the cost of railways averages between £8000 and £9000 per mile; in Belgium, where the works are constructed by the Government, the cost is about £10,000 per mile; in France £26,000 per mile; in Germany £11,000 per mile; the cost of the land alone in Belgium is about £1500 sterling, or £1800 currency per mile; in this Province it will not average 20s. per mile; while in Great Britain, the value of the land for railways and the expenses of incorporation make the total cost average about £60,000

[To be continued.]

SAINT JOHN BYE ROADS:

£15 For the road from the Forks, near Morrison's, to Fraser's mill, thence to Gardner's Creek bridge, by way of Dewar's.
10 From Tynemouth to Fraser's mill.
7 10 From Tynemouth road, past Powers' farm, to Quaco.
12 10 From Sand Point, past John Howe's, Esq.,
5 To the County line, towards Smith's mill.
10 From Fraser's mill to James Brown's, on the line laid out by Cunningham, and to continue from thence to Ten Mile Creek road, near the Graveyard.
10 From the Forks, near Harding's mills, to

in full due him for expenditure while Commissioner.
7 10 From Hibernia Settlement road to Quaco road.
10 From West Beach to Black River road, (Dowd's road, so called.)
20 For the road called Brown's road, commencing at Berry's east line, in Quaco, to County line.
20 From Brown's road, so called, through Green Settlement.
35 From Vaughan's ship yard towards Melvin's beach, eastward of Quaco.
5 From Sands' road, (so called,) to the road from Tabor's bridge to the Town Plat in Quaco.
15 From the Saint Andrews road, near Grace's, to and intersecting the road leading from Nerepis road, past M'Namara's farm, to Musquash.
17 10 For the Valley road, past Lowthet's or Armstrong's, to Millican's; out of which £1 8 3 to be paid to Michael M'Dade, balance due him.
12 10 From Sand Point road to M'Coskey's road on Kennebecassis.
10 From near Botsford's mills to Lower Loch Lomond, near Grahm's.
7 10 From the Mountain road to the Bloomsbury Settlement, and for bridge over Black River stream on said road.
15 From Black Settlement road to Quaco road, (black road, passing James Brayden's, Junior.)
15 From head of First Loch Lomond to King's County line, to meet a road leading from thence to Little River.
5 From Second Loch Lomond to John Conway's farm.
15 From Quaco road to County line, Mill and Church road.
5 From the Millican road, past Cain's towards south stream.
15 From Westmorland road through Golden Grove Settlement.
8 For making road from new bridge at Tynemouth across Marsh to Upland.
20 From Tynemouth Creek to the western extremity of Quaco.
20 From Ellison's, past White's, to road leading from Morrison's to Fraser's mills.
10 For repairing old mill bridge on above mentioned road.
21 10 From Little River to Red Head, on the present line.
10 From Anthony's line to Ball's mills, thence through lower Settlement to Mispeck.
25 From M'Coskey's, Kennebecassis, to Indian Town road.
14 From Village road, by way of M'Namee's, to the County line, near the Kennebecassis.
10 From the Dipper Harbour road, near Bellmont's clearing, to Downey's, head of the Basin.
12 10 From Black Beach to Frenchman's Creek.
20 From Frenchman's Creek to Saint Andrews road.
5 From Irish Town road, past John Tynor's, to the landing at the Bay shore.
7 10 From Dipper Harbour road to Chance Harbour.
10 From Little Dipper Harbour to Dipper Harbour.
7 10 From the Narrows of Musquash River, east side, to Saint Andrews road.
7 10 From the Narrows of Musquash River, west side, to Saint Andrews road.
10 From the Saint Andrews road, at Spruce Lake, to the landing at Pisarinco.
5 From the Saint Andrews road, near Brown's, to meet road from Saint Andrews road, at Spruce Lake, to landing at Pisarinco at Stoney Creek bridge.
15 From Nerepis to M'Namara's.
12 10 From Saint Andrews road by the Settlement in rear of Meazie's Lake, to connect road from Nerepis road to M'Namara's farm.
7 10 From South Bay mills to Saint Andrews road, by Robertson's lime kiln.
7 10 For the recent alteration made by the Commissioners on road through Pisarinco to Black Beach.
22 10 From Dipper Harbour bridge to Saint Andrews road.
10 From Dipper Harbour bridge to County line.
5 From last mentioned road, along County line, to Basin.
15 For repairing dyke and bridge across Little River.
10 Toward building bridge across Mispec stream from Lower Loch Lomond road, near M'Grigor's, through the Riely and Hill Settlements, and improving said road.
5 From Tuft's mills to Big Salmon River road.
10 For the Mount Theobald road to King's County line.
5 From Black River road, past Nave's, to intersect Mountain road, past Slack's.
10 From Millican's road, through the Settlement of Marsh, Vaughan and Campbell.
25 From Black River to Mispeck house.
41 15 From Cody's, through Hibernia Settlement, to the road opened by Brown and others, past Brown's mill.
10 For the road opened by Brown and others, past Brown's mill, to new bridge.
20 For Black River Settlement road to Emerson's Creek to Gardner's Creek.
5 From Loch Lomond road, by way of Ratcliffe's mills, to intersect back road.
12 10 From the Quaco road, through Ryan Settlement, to the Forks of the road near the late M'Crackin's.
10 From the Quaco Post road to Harding's mills.
5 From Harding's mills to old Quaco road, past J. Davidson's
5 From Quaco road to Tynemouth, past John Bain's
5 From Mahar's west line to Harding's mills.
5 From Harding's marsh to Town Plat in Quaco.
20 From Jerry's hill, Golden Grove, to George M'Farland's, on old Sheepody road.
15 From Spruce Lake mills, along north side, until it strikes the road from Nerepis to Saint Andrews road.
5 From Black River road to Evans' Cove, as laid out by Deputy O'Kelefer.
5 From Black River mills to Morrison's Cove, along the shore, west.
5 From Thompson's Cove, (Evans' road, so called.)
7 10 From Black River road to Black Settlement, Loch Lomond.
10 From Isaiah Gabel's, in Black Settlement, to intersect Mountain road, at Collin's.
25 For the bridge across Mispeck stream, on the road to Black River.
10 From the western extremity of Quaco towards Tynemouth Creek.
6 5 From Black River to School house at Powers' farm.
50 From Saint Andrews road towards Mace's Bay, near Hanson's mill; £37 of which to pay R. V. Hanson for bridge built thereon last year.
50 From Indian Town to City line, through Portland.
25 From west end of Charlotte Street, in Carleton, between Tower and Block house, towards Sand Cove.
10 From the mouth of Little Salmon River to the County line, towards Stephenson's mills.
23 10 From the County line, Tabor's bridge, to the Town Plat in Quaco.

GLASGOW DYE HOUSE,

King Street, St. John, N. B.

THE Subscribers return their sincere thanks to the Ladies and Gentlemen of this City, and vicinity, for the support they have received, and beg to acquaint them, that they have taken the above Premises for another year, and hope for a continuance of their patronage.

All kinds of SILKS, Woollen, and Cotton Goods Dyed,—Also, Cashmere, and Plaid SHAWLS Cleaned and Pressed, (*colouring removed*). Ladies' Dresses, Cobourgh, and Orleans Dyed without taking them apart; likewise Gentlemen's GARMENTS.

W. & F. would particularly call attention to Mourning Damask CURTAINS, which they are prepared to Dye and Finish equal to new.

WESTERMAN & PERRY.

St. John, February 27, 1852.—3f.

The Chronicle.

Saint John, April 9, 1852.

☞ In consequence of one of our Compositors having left the office in a very unceremonious manner, with a view of trying his luck in the United States, we were prevented from publishing the *Chronicle*—as we had previously anticipated—Thursday afternoon, in anticipation of the usual day. Our subscribers, this week, will be supplied with the paper on Saturday morning, as Good Friday intervenes. We trust the absence of our contemporaries from their usual place will be attributed to the same cause—such of them, who may not receive it, as usual, will please to communicate the fact to the Printing Office. A new carrier having been appointed for one of the City districts, may be the means of creating some irregularities in the first instance.

CITY ELECTIONS.

The elections for charter officers were conducted in some of the wards with considerable vigour, but in all of them in a peaceable manner. Six of the old hands have been bowled out, and very shortly, there will be as many new hands at the bellows, from whose "well known ability, integrity and business habits"—to use the cant of the day—"great reforms and beneficial changes are now eagerly anticipated." The leading men in King's Ward, who opposed the return of Mr. Needham announced, before the commencement of the election, that their opposition was based on his having voted in favour of the Railway measure; but they assigned purely local matters as the cause of their hostility, together with the fact of his having voted in favor of the Liquor Bill which was looked upon by them, as arbitrary and coercive. Upon these grounds only, Mr. N. was worsted on Thursday last, the assertions of certain of our co-temporaries to the contrary notwithstanding.—The result in the different Wards will be found in another column.

RECIPROCITY.

The act of Parliament (9. & 10. Vic. cap. 94.) which virtually swept away the custom-house establishments, and gave to these colonies the power of laying such imposts on foreign merchandise as we might think proper, was wholly silent on the subject of differential duties. A despatch from Earl Grey, followed hard upon the heels of the parliamentary enactment, greatly limiting its operation, and curtailing the authority which the act itself plainly conferred. Now, what is the result? The United States keeps up a hostile tariff against us, whilst merchandise from that country is admitted with as upon precisely the same terms as if it had been shipped from the ports of Great Britain, where our staple exports are admitted at a merely nominal rate of duty!

The question which naturally presents itself to the mind, in this dilemma, is this, which is of the highest authority, an Act of Parliament, or a Colonial despatch? Are we to give commercial advantages to a foreign country, when the same privileges are denied to us? We are glad to find that this question is now attracting much attention in the colonies, and judging from the views expressed by some of our contemporaries in Canada and Nova Scotia, we should not be in the least surprised, if a policy like the following were shortly adopted:—Obtain certified copies of the tariffs of foreign countries, and lay on dollar for dollar and cent for cent, and just as they raise or lower their duties, let our's be raised or lowered, in precisely the same ratio. This would be carrying out the doctrines of reciprocity in a spirited and becoming manner, and if all the North American Colonies would unite in the arrangement, there would be no particular necessity to be urging a species of semi-mongrel, back stairs negociation, every time the question presents itself in a report, or otherwise, at Washington.

Mr. Marshall in a recent able speech in the Nova Scotia legislature, thus observes, and we entirely agree with the hon. Member:

"I believe, Sir, that why we have not succeeded in obtaining reciprocity; it is because we have not taken the only feasible means in our own control, for obtaining it. If a man allows every body to use his horse and cart, mow his field, or pull his nose, every man will do so with impunity, as a matter of course. The Americans, therefore, will never give you reciprocity as long as they have the power of refusing it. Bring your tariff up to the same point, and then you will have the means for negociating in your own hands. Protect your own people, and, not cry out to Brother Jonathan to protect them for you. The Hon. and learned Speaker says that we pay annually in duties into the United States treasury £100,000—I believe, Sir, if the truth were known, the amount would not fall short of a million and a half of dollars.

Such language is far more becoming in a British subject, than is the degrading act of dancing attendance in the *lobbies* of the House and Senate of the American Capital, and much more likely to produce the desired effect.

INCONSISTENCY OF THE OPPOSITION.

A little more than a year has passed away, when the party cries prevailed that "we have a do-nothing government," "and why does not the Executive bring down good measures?" The natural supposition was, that if the executive shook off the supineness with which it was charged, and exhibited the desired activity in proposing good measures," that the man who bellowed out so lustily, and exhibited such a morbid anxiety for these manifestations, would at once lend a willing hand in perfecting the measures brought forward, and thus gratify their own longing desires, and the wants of the country. It is true, that during the Session of 1851, a "factious opposition" constantly prevailed in the House of Assembly, and the result was, that many valuable measures introduced by the government, utterly failed for the want of a fair and impartial consideration. A large portion of the session was frittered away by unseemly recriminations, and noisy and senseless debates, ending in smoke; but the meeting of the Legislature did not pass by however, before the Government had achieved this great triumph, which gave a double assurance that it was constitutionally entitled to the confidence of the country.

So soon as the late negociations were concluded with the Governments of Canada and Nova Scotia, in reference to the joint construction of the Halifax and Quebec railway, the result of them was submitted to the Legislature, and the two branches were called upon to aid the government in redeeming its pledge at the convention of the three governments in Halifax, and to give to the people of New-Brunswick, what has been so long, so unanimously, and so earnestly required:—viz HALIFAX AND QUEBEC RAILWAY. Here was a good measure certainly. In proof of it—a requisition bearing some four hundred names of persons, who in the aggregate represented the ownership of property of the value of at least £300,000 was readily obtained in this city alone, and in a few hours. This document was addressed to the six members who represented the City and County of Saint John, and earnestly requested them to advocate the railway policy, then being discussed in the House of Assembly. And here we may remark, that had time permitted, the requisition would have borne, not merely 400 signatures, but *five times* that number. It was considered important at the crisis however, to send the request to Head Quarters without delay, even with the comparatively meagre number of names which were appended to it.

Again, it was evident to every man of common perception, that if the Halifax arrangement were not ratified by our people, we *should have no railway at all*, and more than this, as the City of St. John was to reap the lion share of the benefit, it was strongly incumbent upon our citizens to use every honorable exertion to perfect the arrangement entered into by the Home Government.

At this juncture the voice of opposition should have been mute. *Amor patriæ* in the breast of the most vindictive partisan ought to have prompted him to have dropped his enmity, at least for a time, and to have advocated a prompt compliance with the demands of so large majority of the people.

Alas! the country witnessed no such manifestation of patriotism—no timely and dignified concession—on the part of the opposition. But happily for us the great railway measure passed after all, and in a few weeks Canada, Nova Scotia, and New Brunswick will be represented in Downing street. A community of interest and of feeling, their representation at the Colonial Office, from the importance of the joint demand, will promptly direct attention towards a compliance with it, on the part of the Imperial Government and the British people.

The time is distant from us, when the inhabitants of this Province will forget, however, the agency and influence, which obtained for them the Halifax and Quebec railway, or the factious but unsuccessful opposition, arrayed against this great national design, which is destined to secure prosperity and happiness to the North American colonies—to unite them as one—and to annihilate all thought of *annexation*, or other seditious manifestation, and forever. Anticipating the accomplishment of the people's hope, proves gall and wormwood to the little knot, who, two years ago, would have battered away the country to the United States for a very small—consideration!

THE LAW COMMISSION.

We adverted to this subject in our last number, and referred to what had been done under a similar commission in Nova Scotia; since then we have been favoured with the examination of the book containing the *Revised Statutes* of the sister Province, the result of that commission. This work was prepared by Messrs. William Young, John W. Ritchie, Jonathan McCully and Joseph Whidden, Commissioners appointed for the purpose, and—as certified by them—printed also, under their supervision. The book contains 578 pages, inclusive of the index, and forms an ordinary sized octavo volume.

The commissioners state, "that they found it "necessary to break up the whole of the public "acts, in order to simplify their language, and that "by adhering to certain general rules, the uncertainties and confusion of the old system have been "avoided, whilst all repetition and verbiage have "been discarded." We entirely concur with these gentlemen in the opinion that:—"The main advantages to be derived from the work will be that "the laws which regulate social life, protect and "transmit property, determine political rights, and "define the punishment of offences, have been "reduced to a system, clothed in simple and perspicuous language, so as to be intelligible to "all who may have occasion to consult or who may "choose to study them."

Acts relating to incorporated companies are not included in the revised statutes of Nova Scotia, for the reason assigned by the commissioners, that, "to apply any new system of phraseology or arrangement to these statutes would lead to endless "question and complaints, and therefore they have "not touched them at all, presuming that the Legislature, without passing them anew, would "direct them to be printed as they are in a separate volume."

The numerous local acts relating to Halifax, the commissioners were officially informed, are to be revised and consolidated forthwith by the Recorder of that City. We may here remark, that if similar laws relating to the City of Saint John, were served in the same way, much trouble would be avoided in many occasions, when those who are not *curious* in such employment have occasion to refer to them.

The manner in which the arduous duty of revising the laws of Nova Scotia has been performed, reflects high honor upon the learned and industrious commissioners, by whose exertions the task has been accomplished, and will prove of incalculable benefit to that Province. We trust that in due time, our own law commissioners, who are shortly to be appointed, will entitle themselves to at least equal commendation, when their labour is brought to a close: labour, which had it not been for the baneful efforts of "a factious opposition," so ingeniously prevailing in the Legislative session of 1851, would, at the present moment, have been about half accomplished.

TEMPERANCE.—The ceremony of installation of the Officers of Victoria Section, No. 4, Cadets of Temperance, for the ensuing term, took place in the Market House, Portland, on Friday evening last. At 8 o'clock the doors were thrown open for the admission of the public, and at a quarter past that hour, the large room was crowded by the youths of Portland and vicinity, unconnected with the Order, by Sons of Temperance, and a large company of Ladies.

P. G. W. P. TILLEY conducted the ceremony, which in itself is beautiful and imposing, never failing to produce its effect on spectators, while at the same time, tho' clothed in the choicest expressions and introducing most beautifully composed passages, it still possesses that "eloquence of simplicity," which renders it within the capacity of the youngest hearer. After the officers had been conducted to their respective stations, eloquent addresses were delivered by B. W. Middlemore, Cochran and Wetmore, of "Victoria Section," Sidney B. Patterson, of "Albion, No. 12," and Wedderburn of "Chrystal, No. 6." The meeting was closed by S. L. Tilley, Esq., in one of those pleasing and eloquent orations with which he invariably delights any audience he may be called upon to address.—"God Save the Queen!" was then admirably performed by the Band of the Section, which at intervals during the ceremony conspired much to the harmony of the Meeting. May success ever crown their youthful endeavours for the emancipation and renovation of the inebriate.—*Com.*

ST. JOHN TOTAL ABSTINENCE SOCIETY.—The twentieth annual meeting of this Society was held at the Temperance Hall on Wednesday, 24th ult. It appeared from the report which was read by the Secretary that 217 names have been added to the list of the society during the year, making the total number of names on the books 4514.

The meeting was addressed by the Rev. Messrs. Bill and Cooney, and by Messrs. S. L. Tilley and W. H. A. Keans. On motion of Mr. George Seymour, seconded by Mr. J. D. Robertson, the following gentlemen were elected Office Bearers for the ensuing year:—

N. S. DEMILL, *President.*

Vice Presidents—Thomas Harding, John Humbert, W. R. M. Burtis, Joseph Fairweather, W. H. A. Keans, George A. Lockhart.

James Gerow, Jr. *Cor. & Recording Secretary.*

John R. Marshall, *Treasurer.*

Executive Committee—Wm. Hewett, Robert Robertson, L. H. Waterhouse, Z. Ring, Robert Reed, George P. Sancton, Thomas McEnery, John F. Masters, John Ansley, Edward E. Lockhart, John Fraser, Thomas C. Humbert, Lorenzo P. Langan, and W. H. Esher.—*Observer.*

We regret to notice the death of Mr. George R. M. Wetmore, son of Charles P. Wetmore, Esq., of Fredericton, at Cooper's Wells, Mississippi, on the 6th March. He was returning home from the West Indies, where he had been on account of ill health. He was a young man of much promise, and had gained the esteem of all who knew him.—*Courier.*

MILITIA GENERAL ORDER.

FREDERICTON, March, 1852.

HIS Excellency the Lieutenant Governor has been pleased to make the following Promotion:—

3rd Battalion Charlotte County Militia.

Captain Thomas Moses to be Major, vice Hallaway, promoted.

By Command,

R. HAYNE, *Lt. Col. A.G.M.*

THE CIVIC ELECTIONS.

The annual elections for the representatives of the several Wards in the City, under the charter, took place on Tuesday, and resulted in the return of five new members to the Common Council. The following is a correct report from the respective Wards. In *King's Ward*—John M. Walker, Esq., was elected Alderman, and Mr. James S. Ballentine, Councillor. The votes at the close of the poll, being for: J. M. Walker, 307; W. H. Needham, 280; J. S. Ballentine, 258; J. Mercer, 213; G. F. Rouse, 51.—In *Queen's Ward*.—William O. Smith, Esq., was elected Alderman without opposition, and Mr. George V. Nowlin, Coun-

retired from the contest about 12 o'clock. The votes polled were—Mr. Smith, 164; Mr. Nowlin, 173; and Mr. Hannah, 45.—In *Duke's Ward*—John Johnston, Esq., was elected Alderman, and Mr. Joseph Stephenson, Councillor. Both seats were warmly contested in this Ward, the votes at the close of the poll being—J. Johnston, 158, T. Harding, 131; J. Stephenson, 158; W. Hagerty, 120.—In *Sidney Ward*—Gregory Vanhorne was elected Alderman, and Mr. Thomas McAvity, Councillor, without opposition.—In *Guy's Ward*—J. C. Littlehale was elected Alderman, in the room of J. O. Dunham, Esq., resigned; and Mr. Jas. Olive, 2d, Councillor. Mr. Littlehale was opposed by Mr. King and Mr. Olive by F. Coster, jr. Esq. The votes polled were—J. C. Littlehale, 169; William King, 26; J. Olive, 125; F. Coster, jr., 81.—In *Brook's Ward*—Joseph Beatteay, Esq., was elected Alderman without opposition, and Mr. Joseph Coram, Councillor. Mr. Coram was opposed by Mr. Mace. The votes were—Mr. Coram, 31; Mr. Mace, 9.

The Common Council met in the evening for the purpose of receiving the returns of the Election Commissioners, when it appeared that the return for King's Ward was not made in strict compliance with the law, inasmuch as the affidavits of the qualifications of certain of the Candidates were not affixed to it. Mr. Needham, in a neat speech, waived any right he might have from this circumstance, and expressed his determination to abide by the result of the election, although, in his opinion, the whole proceeding was illegal. Mr. Needham then proposed Thomas Merritt, Esq., as Chamberlain of the City for the ensuing year, and in doing so passed a deservedly high eulogium on the business qualifications of that gentleman; it was seconded by Alderman Vanhorne, and unanimously carried. A number of additional Constables were appointed for the several Wards, and the Board adjourned.

The New Board will be sworn in on the third Tuesday in the present month, and the Mayor will be elected on the first Tuesday in May next.—*Church Witness.*

MUNICIPAL ELECTIONS AT FREDERICTON.—These elections took place on the 29th ult., when the following returns were made:—

WELLINGTON WARD.—John L. Marsh and A. M'Causland, Councillors. Thomas L. Simmons, Assessor.

ST. ANN'S WARD.—W. D. Hart and James S. Beek, Councillors. William Morgan, Assessor.

CARLETON WARD.—Alexander Mitchell and Francis McManus, Councillors. William Morgan, Assessor.

QUEEN'S WARD.—Robert Gowan and John M'Intosh Councillors. Hugh Moore, Assessor.

KING'S WARD.—Alexander Block and Andrew Ritchie, Councillors. John Flemming, Assessor.

FREDERICTON, 6th April.

The Saw Dust Bill suspending the Law for six months passed the House. Messrs. Gray, Wilmot, and Partelow opposed it—it was lost in the Council.

The Bill amending the Act for the encouragement of Agriculture passed both branches. The Bill in amendment of the Fishery Law passed the Council with an amendment that Angling for Salmon be allowed till September. The several appropriations also passed the Council.

Several Bills were postponed. Several resolutions—one to address the Governor to make the Colonial Secretary acquainted with the resolution of last year that the salary of future Governors be £1500, passed. Several others for various purposes lost.

The Scrutiny Committee reported and declared the seat vacant. Mr. Barbarie's Bill relative to timber baths was postponed on motion of Mr. Wilmot.

An address to obtain the services of Naval Officers for a Tidal Survey, and contributing £150 towards meters was rejected. There was a long talk about a bill to enforce cash payments; but nothing decided.

FREDERICTON, April 7.

Mr. Robertson moved a reconsideration of the Saw Dust Bill in the Council, but it was lost. The Post Office Bill passed—it fixes the salaries the mode of payment of Couriers and all matters relative to the Post Office Department as arranged by the Committee.

Some resolutions passed, one pledging the house to appropriate a sum for a wharf at Sackville next Session. The account for contingencies caused some discussion—the amount for the Assembly alone is 1,384*l.*, of this for Stationary from Mr. Beck 316*l.* and from Mr. Chubb 66*l.* passed.

Several addresses, bills of appropriation, &c.

The Governor will prorogue the Legislature at three o'clock to-day.

[BY AUTHORITY]

The Governor's Speech.

LEGISLATIVE COUNCIL CHAMBER,
Fredericton, April 7, 1852.

This day at 3 o'clock, His Excellency the Lieut. Governor came in the usual state to the Council Chamber, and being seated on the Throne, commanded the attendance of the House of Assembly, who being come, His Excellency was pleased to close the Session with the following Speech:

Mr. President and Honourable Gentlemen of the Legislative Council:

Mr. Speaker and Gentlemen of the House of Assembly:

I congratulate you on having brought to a close a Session of considerable length and considerable importance, a Session marked by the enactment of some measures which may in all probability exercise great influence on the future destinies of this Province, and of British North America generally. I allude more particularly to the acts for the construction of a railway from Halifax to Quebec. The moment your deliberations on these bills had closed I despatched a member of my Executive Council to England, in order that co-operating with Delegates from Canada and Nova Scotia