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AND COLONIAL CONSERVATIVE.

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THE SAINT JOHN CHRONICLE,

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☞ Visiting and Business Cards, (plain and ornamental,) Handbills, Blanks, and Printing generally, neatly executed.

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Inducements for Clubbing,

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For $10 IN ADVANCE, 5 copies of the Chronicle, *to one address*, to any part of this or the Sister Provinces, for One Year;
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WILLIAM DURANT,
Chronicle Office, Saint John, N. B.

CHARLES W. STOCKTON,
Attorney & Barrister at Law,
PRINCE WILLIAM STREET,
ST. JOHN, N. B.

DOOLEY'S
Merchant's Exchange Hotel—*Post Office Building*,
State Street, BOSTON,
Terms—ONE DOLLAR per day.

George Hutchinson,
SURGEON DENTIST—PITERS' STREET
[*opposite the residence of Dr. Paterson*]

MARINE AND FIRE INSURANCE.
TORONTO, C. W., AGENCY.
Apply to CHARLES L. STREET.
November 21. 6m

☞ NOTICE. ☜
THE Co-partnership heretofore existing between the undersigned, under the firm of SANCTON and BROWN, is dissolved.—All debts due to and from the concern, will be paid or received by John Brown. Dated 1st September, 1851.
HENRY P. SANCTON,
JOHN BROWN.

THE Subscriber having purchased Mr. Sancton's interest in the SOAP AND CANDLE MANUFACTORY, would respectfully inform his friends and the public, that he is now prepared to furnish all who may patronise him, with the manufactures above named, equal in quality, and on as good terms as any other Establishment in the City.—Having in his employ men, who, from long experience, thoroughly understand the business, he hopes, by strict attention, to merit a continuance of the liberal patronage heretofore received by the Establishment.
Sept. 6. JOHN BROWN.

HAMMOND RIVER HOUSE.
THE Subscriber grateful for past patronage from the Travelling community, begs to inform his friends and the public at large, that he has lately renovated his establishment to the above House, 16 miles from this City, 1 mile North of Hammond River Bridge, where he is prepared to entertain Travellers at all times and seasons.
DINNERS, &c. &c., go up at shortest notice.
Constantly on hand, a choice supply of WINES, &c. &c.
Comfortable and commodious Stabling attached to the Premises, careful hostlers always in attendance. WASHINGTON ALDEN.
February 2, 1849.

GLASS'S HOTEL,
Gagetown.
THE Proprietor has recently put this Establishment in the most thorough and comfortable repair, and he is prepared to accommodate Travellers and Residents in the most satisfactory style.
Excellent stabling for Horses, and good attendance always on hand.
Gagetown, Dec. 1849. JAMES GLASS.

SOAP & CANDLE MANUFACTORY.
GEORGE WOODS
West side Water Street, between the Ferry Landing and Fish Market,
ST. JOHN, N. B.
August 29, 1851.

NEW-BRUNSWICK STEAM, SASH, DOOR, AND BLIND FACTORY,—*Harding Street, St. John.*
HAVING put up the best Machinery that can be procured for the manufacture of Doors, Sashes, Inside and outside Blinds, Window Frames, Mouldings, and other kinds of Wood Work. I am prepared to furnish, to any extent the best and cheapest article ever offered to the people of this Province.
May 9. JOHN E. TURNBULL.

JOHN BARRY,
Silver Smith, Jeweller & Engraver
North side of King Street, St. John, N. B., a few doors below the *Waverley House*.
KEEPS constantly on hand SILVER PLATE, WATCHES and JEWELLERY of the best description.
Having retained the services of Mr. DAVID WEBB, from the Establishment of Mr. EDWARD ROSSELL, Chronometer and Patent Lever Finisher, Liverpool, Purchasers may rest assured, from the experience he has had in the above Establishment, that all orders entrusted to his care will be executed in a style equal to any house in *England*. June 6.

ROYAL MAIL STAGE,
BETWEEN
ST. JOHN and FREDERICTON.
THE Subscribers respectfully informs their friends and the public that their Stages leave the St. John Hotel and Waverley House EVERY MORNING (except Sunday) at six o'clock.
As their Stages and Horses, are of the best description, Passengers may depend upon being conveyed in an expeditious and comfortable manner, and they solicit from their friends and the public a continuance of the liberal patronage with which they have been so long favored.
Small parcels left at Mr. Robert Armstrong's, Dock Street, will be called for, and delivered with punctuality, at a moderate charge.
JAMES & WM. BRADLEY.
November 28, 1851.

INSURANCE.
Quebec Fire 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.

LIVERPOOL AND LONDON Fire and Life Insurance Company.
[*Established in* 1836.]
Capital £2,000,000—in shares of Twenty Pounds.
THE Stockholders of this Company are responsible to the full extent of their property for the liabilities of the Company.
The undersigned hereby notifies the Public of New-Brunswick that the above-named Company have empowered him, by a full and ample Power of Attorney, to open an Office in the City of Saint John, for the Insurance of PROPERTY against loss or damage by FIRE, in any part of the Province, and to sign and issue Policies in the name of the Company; and that in virtue of the power vested in him by the said Power of Attorney, he has appointed Mr. ADAM JACK to act as Agent for the said Company, in the receiving of proposals for Insurance, and the inspection of premises proposed for Insurance, and all other the usual duties of an Agent; and to collect and receive the amount of premium on any policy issued by the undersigned in the name of the said Company, or for the renewal of the same.
The Deed of settlement, and the supplemental Deed of settlement, lies with Mr. JACK, at the Office of the *New Brunswick Marine Assurance Company*, also the pamphlets issued by the office at Liverpool, affording ample details of the mode of transacting business by the Company.
The rates of premium will be as low as any other respectable Company, and the undersigned trusts a fair portion of public patronage will be accorded to the Company.
Losses not exceeding £500 will be settled without referring to the head Office at Liverpool.
EDWARD ALLISON.
Dated at St. John, N. B., 4th August, 1851.

Provincial, Mutual and General Insurance Company.
Established under the Act of Parliament at Toronto, C. W.
CAPITAL £100,000.
THE STOCK of this Company is divided into the Mutual and Proprietary, each branch being kept entirely distinct, and liable only for its own losses.
In the Proprietary Branch, Policies are issued in the usual way on Ocean and Inland Marine Risks, and on Fire Risks in Cities and Villages. In the Mutual branch, Policies are issued on Country or Farmers' Risks only, covering losses from Fire or Lightning the insured giving a Premium Note and a small sum in cash; these Policies run from six to five years.
Local Directors for New-Brunswick:
W. H. STREET, ISAAC WOODWARD, and CHARLES MCLAUGHLAN.
The Security which this Company affords is undoubted and the Premiums will in all cases be as moderate as may be consistant with safety.
All Notes and Cash Funds accumulating at this Agency will be retained and deposited at the Bank of British North America.
All losses will be adjusted and promptly paid in St. John, without referring to Toronto; and, in case of dispute, the Company consent to actions being brought in this Province.
Forms of Application and Enquiries answered at the Office, Prince William Street, St. John.
CHARLES L. STREET.
Sept. 19.—6m.

National Loan Fund
LIFE ASSURANCE SOCIETY
of London.
ENPOWERED BY ACT OF PARLIAMENT.
Capital, £500,000 sterling.
Exclusive of a Reserved Fund (Surplus Premiums) of £51,000 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.
Medical Examiner.—Wm. Bayard, Esq., M. D.
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 the 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 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.
CALIFORNIA.—Parties proceeding to California can effect insurance on liberal terms.
SUB-AGENTS FOR NEW BRUNSWICK.
Bathurst: Theophilus Deveber, Esq.,
Chatham: William Carman, junior, Esq.,
Dorchester: Albert J. Smith, Esquire,
Dalhousie: William S. Smith, Esq.,
Fredericton: J. Henry Phair, Esq.,
Hampton: Samuel Hallett, Esq.,
Hopewell: Thomas B. Moore, Esq.,
Moncton (the Bend) Bliss Botsford, Esq.,
Newcastle: Edward Williston, Esq.,
Richibucto: William Bowser, Esq.,
St. Andrews: George D. Street, Esq.,
St. Stephens: W. T. Rice, Esq.,
Shediac and Cocagne: Richard C. Scovil, Esq.,
Woodstock: James Robertson, Esq.
WILLIAM J. STARR,
February, 1850. *Manager, St. John, N. B.*

CITY BOOT AND SHOE STORE.
JUST received per 'Cuba' and steamer 'Creole':
15 CASES consisting of—Women's strap and lace Shoes; Men's strap Shoes at all prices that may be required; Misses Polka Boots, a good article; Ladies Jenny Lind Ties; a large assortment Boys and Youths Brogans and Bootees; Men's Calf Boots, at all prices. In Store—A large supply of English, American, and Domestic Manufacture, which the Subscriber wishes those in the want of the like to give him a call before purchasing elsewhere. (Aug. 1) NATHANIEL ADAMS.

MISCELLANY.

Written for the "New York Dutchman."

COURTING & COUSHING.

BY JULIETTE ST. L. H. BEACH.

"Dan," exclaimed Helen Derby, rising from the sofa where she had been indolently reclining for the last half hour, "you have been gazing at me for at least ten whole minutes; now what is the result of your scrutiny?"

"I think you a very good looking girl, cousin Nell," saucily replied Dan Scoville, tipping his chair backwards, and yawning.

"Good looking! Oh, Dan! (*Good looking.*)

"At least what you would not call ugly."

"You impudent fellow!"

"Sweet Nell!"

"Good looking!" ejaculated Helen, glancing at her beautiful face and figure, reflected in the mirror opposite.

"Certainly, passably so; though, dear cousin, if your hair were not red you would be prettier; your forehead, too, is rather low, though I, who know you, can testify that you are quite an intelligent person."

"Person! intelligent! and you—you would really be a decent looking fellow, if you had no face, though to be sure, you have a great awkward figure, and your hands are by no means infantine. Your intellect, too! ah, what an intellect you would have, could you only exchange yours for Daniel Webster's!"

"What eloquence!" exclaimed the young man, approaching the glass, and taking a complacent survey of his superb figure and handsome face,—"Cousin Nell, I am quite in love with you."

"Ah!" said the girl scornfully, "and I am so fond of you, Dan."

"Dear Nelly," you have such a sweet temper; sugar isn't a circumstance, neither is vinegar."

"That is inevitable, with such a gentlemanly fellow for my constant companion."

"How happy your dear parents would be, could they behold us at this moment, so affectionate, so delighted with each others society."

"Happy, indeed! really it quite brings the tears to my eyes."

"They would see their fondest dreams, *etc.*"

"*See* circulating library."

"And when found, make a note of it."

Helen raised her blue eyes to her cousin' face, and both involuntarily burst into a merry laugh, while the young girl bounded from her companion's side, and seating herself at the piano, commenced singing a light French song, and Dan Scoville, clapping his hands over his ears in figured disgust, waited until the first verse was finished, then taken his hat, hurried from the room.

"The man that hath no music in his soul," began Helen, putting her pretty head out of the window, as he appeared on the piazza.

"*Encore!*" cried Dan, waving his hat, and the next moment he was in the street, and out of sight.

Dan Scoville was a very handsome fellow of twenty-two, or thereabouts, and a southerner. He was not a Virginian, therefore he did not belong to the F. F.'s; neither was he a Quattlebum. No our hero was a free frank, careless Louisanian, with a little Southern laziness, and a great deal of Southern spirit, which two ingredients, when blended in reasonable proportions, are not by any means objectionable in a man's character. The most ardent wish of the young man's father had been to see him the husband of Helen Derby, the child of his favourite sister, who resided in a northern city, and as this desire was participated by the parents of the young lady, both parties had long ago looked upon the proposed union, as a settled thing. At sixteen, Helen Derby left school, with her hands full of medals, prizes, diplomas, &c., and her head full of beaux and novels. Ever since she could understand anything, she had been perfectly aware that she was expected to marry her cousin, Dan, and exhibited no rigus of rebellion. But her last year at boarding school had changed all that; for she had found that it was far from romantic to marry a man chosen by papa, and with tears in her eyes, informed her intimate friend Theresa Angeline Browne-e, of the heart-rending sacrifice she was about to make.

"Oh, its dreadful!" Miss Browne said at the conclusion of Helen's recital of the wrongs that were to be, "I fear such an event would break Victor Augustus Jones's heart; and Helen, arraigning her hair over her face after the most approved fashion of romance heroines, had murmured, peeping through her fingers, into the glass to take an *attitude*. "Cruel! to speak of *him*, at such a time!"

Of course, after this it wasn't to be dreamed even, that Helen Derby would willingly receive the addresses of her cousin, and her parents, who were sensible seeing clearly the state of the girl's mind, and believing that it would not take long for her Rosa-Matildaish ideas to work off of themselves wrote to Dan Scoville, that he had better delay his contemplated visit North, until the ensuing year. Mr. and Mrs. Derby were not disappointed in their expectations; Helen was a girl of good sense, and as her parents did not make the slightest objection to her correspondence with Victor Augustus Jones, she soon became weary of his insane letters, and of her own account ceased writing to him. The summer succeeding her seventeenth birth day found her a very beautiful girl, with a full round graceful figure, melting blue eyes, rich heavy auburn hair, and an easy self-possessed manner, wholly divested of the lackadaisical air of bread-and-butter-dom; but still somewhat prejudiced against her cousin, Dan Scoville. And Dan came to visit them the next winter. He had with him a picture of his intended wife, taken before she left school, and in his own mind had set her down as a very pretty, conceited, romantic miss; he was therefore totally unprepared for the change which a very short period had made in her appearance, and consequently, fell desperately in love.—His lady love on her part, treated him like a *cousin*, and everybody—every man I mean—knows how cousin's are used; and this treatment from the lady whom he regarded as his future bride, so chagrined the poor fellow, that for a while he appeared to a great disadvantage. But he soon read and understood his lovely relative's disposition, and with this knowledge, came a determination to force her to love him, whether she wished it or not. So he returned to his own character, laughed, jested, and quarreled with her, behaving all the while in the most cavalier and undifferent style imaginable, and differing with her on every subject. This was something new to the lady, who had always been flattered, petted, and accustomed to have her own way in everything; and the result was what her lover wished, for at the end of a fortnight Helen assured her mother that she "quite hated cousin Scoville." Hated is as a general thing, much more flattering to a lover, than indifference, and when "that" Dan Scoville became sure that his cousin "couldn't endure him," he experienced a good deal of satisfaction. In fact, Helen soon looked upon him with interest and the prospect of having him for a husband, did not after all seem so very horrible. Dan, himself, however, much to her surprise and discomfiture, did not appear to entertain the remotest idea of love-making; on the contrary he was rather pointed in his attentions to Miss Annette Myers, a bold, handsome, coquettish girl whom Helen regarded with aversion. He was constantly teasing his fair cousin, ridiculing her "red hair," as he chose to style her rich curls, and wounding her vanity and self-love, in every possible way.

On the morning in question, Mrs. Derby was inadvertently a listener to the conversation which took place between her daughter and nephew, and though she smiled, the smile was succeeded by an expression of sadness, and a long drawn sigh.

"Helen," she said, entering the parlor a moment after Dan's departure, "are you going to your aunt Burlingham's to-night?"

"Indeed, mamma, I hardly know," answered the girl, striving to conceal the vexation her cousin's behaviour gave her; "if I do go I suppose I must be accompanied by that disagreeable Dan Scoville."

"Oh no, not necessarily; your cousin George Burlingham arrived in town this morning, and remained with us during his stay."

"What a relief it will be! But mamma, when is Dan going home?"

"Not for some weeks yet; why do you ask?"

"I don't like him," Helen managed to stammer, though her eyes were full of tears, and her voice rather low. Mr. Derby did not reply, and in a few moments left the room.

"Heigho!" sighed Helen, seating herself at the piano, and in anticipation of the quick return of her tormenter, she commenced a brilliant waltz, "just to show him that she did not care for him, in the least."

At last, tired of waiting, she was about to leave the parlour, when she recognised his voice, and heard him say in a tone by no means low.

"She is not plain, and in fact is not disagreeable."

"The monster!" exclaimed Helen, to herself, as she went to the window and perceived Dan Scoville, accompanied by a gentleman whom she knew to be George Burlingham, though she had not seen him for several years.

"I hope, Miss Helen, that you are as much delighted at seeing me as I am to see you, though you are not as cordial as you were wont to be," said Burlingham, after the usual compliments were got over with.

"Oh!" she replied, "I assure you, cousin George I am very glad to see you, but you are in dreadful company."

"Don't apologise, Helen," said Dan, in a confident manner; "he understands all about that; he asked me some questions about you, and I was obliged to answer, you know."

Helen's eyes flashed, and she was about to retort when Dan coolly continued—

"But come Burlingham, I want you to call with me on Miss Myers, I have an engagement with her this morning, and I have heard her speak of you."

"I should prefer remaining with Helen, if she will allow me," answered the young man, with an admiring glance at his beautiful cousin.

"Oh, well, just as you please; though I assure you you would find Miss Myers a most charming and entertaining woman. Her conversation is sparkling and witty, her manner most fascinating, and she is a remarkably brilliant pianist."

"Brilliant fiddlesticks!" exclaimed Helen Derby, who know why Dan was so careful always in her presence, to praise Annette Myers.

"Oh, no! she does not play the *fiddle*, though she is a fine performer on the guitar, and as I said, a finished pianist; not one of your school girl piano-thummers, but a perfect mistress of the instrument.

"You are rather enthusiastic, Scoville," said George Burlingham, laughing; "if Miss Myres be so interesting as you represent her, she must be very different from what she was at fifteen, when I knew her; she was then a very bold girl, and decidedly ugly."

"She is now a dashing woman, and a beauty. Hair black as jet—and light hair is detestable—large eyes to correspond—and after all, black eyes are the only ones that can disturb a man's heart—and a glorious form. But good bye, Burlingham, if you are determined not to go with me; good morning, Nell," and he left them singing just loud enough to be heard, "You jealous, and of such a girl."

"Does he then think I am jealous?" muttered Helen Derby, curling her beautiful lip. "I will show him that I am quite indifferent to him.

[*To be concluded.*]

ICHNEUMON FLIES.

A merciful Providence has sent three species of *Ichneumon flies* to prevent the destructive operations of other insects upon our corn.—Those benefactors of our race, know how to introduce their eggs into the larvæ of the *curculionis*, which are within the glumes of the wheat. The most common of them is a small fly of the *Hymenopterous* order, originally called *Ichneumon tipulæ*, but now goes by the name of *Platygaster tipulæ*. The male fly is black, and the female is of a pitchy color—both shine very much; but the former is not often met with. This Ichneumon has been observed by some superficial entomologists, who mistook it for the parent of the larvæ found in the ear—consequently, it has been condemned as the origin of the very ills it is destined to diminish. This shows false reasoning in the absence of accurate investigation:—people should not make hasty conclusions when they happen to see two things together. Farmers have often concluded, that the little Ichneumon-flies, they have seen upon the wheat, must have laid the eggs which produce the larvæ of the midge. Prejudice and hasty judgment lead to perpetual miscon-ructions as to things both moral and natural. This little *Platygaster* may be readily found on the glumes of the wheat-plants, in the months of July and August. It runs rapidly over the ears and seems to know well which are those occupied by the larvæ of the midge. The sight has been witnessed by the following experiment:—"A number of larvæ of the wheat-midge were put upon a piece of white paper, pretty near each other, and an Ichneumon was dropped amidst the group. The energy of her manner, the rapid vibrations of her antennæ, and the whole of her attitudes, were most amusing. On approaching one of the larvæ her agitation quickened to the utmost intensity; she soon bent her body in a slanting direction beneath her breast, applied her tail (ovipositor) to the larva, and, becoming stiff as death, sent forth her curious sheath and deposited her egg in the victim, which writhed considerably under the operation. If she came to one that had previously had an egg in it, she left it in an instant, and sought another, for the *Platygasters* lays but one in each." Indeed it would take up too much space at present to lay before the reader the labors of the Ichneumon-flies. They are a division of the insects most useful to man, and we are indebted to labors of the English entomologists for their attention and accurate observations of this strange and extensive class of the insect creation. In fact, it is impossible to contemplate the habits of the insect brought before our readers, without being deeply impressed with the omnipresence of the Being to whom all things owe their existence. The same hand that spread the north over the empty space, and suspended the earth upon nothing, and keeps the stars in their courses, regulates the numbers, instincts, and uses, of the smallest living things, appearing equally perfect in all:—

"What less than wonders from the wonderful,
What less than miracles from God can flow."

The other two Ichneumons are supposed to limit the increase of the *Platygaster tipulæ*; one of them is said to oviposit in its eggs, the other in its maggots. Still, there are a great many species, opening a wide and curious field of inquiry for the entomologist. One of the extraordinary flies has an ovipositor, nearly twice its own length; indeed, the instruments with which nature has furnished them are beautifully adapted for their useful work, and there could scarcely be conceived a more interesting subject for a separate treatise than that of their forms and habits, when properly investigated. It has been therefore, my design to show how carefully, there is provided for by the goodness and wisdom of God, a natural antagonism to the ravages that would befal mankind from the unchecked multiplication of our insect enemies.

SAGACITY OF THE DONKEY.—The ass is always esteemed as the stupidest of animals, yet if one be shut up with half-a-dozen horses of the finest blood, and the party escape, it is infallibly the poor donkey that led the way. It is he alone that penetrates the secret of the bolt and latch; and may be often seen strolling over a piece of work, to which all other animals are incompetent.

A virtuous mind chooses such amusements as least tend to vitiate the affections.

PROVINCIAL LEGISLATURE.

(*From the Loyalist.*)

HOUSE OF ASSEMBLY.

FREDERICTON, *Friday*, March 2.

RAILWAY DEBATE.

(*Continued from our last.*)

The hon. Attorney General again moved the House into Committee of the whole on the Railway Resolutions.

Mr. Earle wished to say a word or two before taking the Chair. He hoped hon. members would confine their remarks to-day to the subject under consideration, as the measure was one of more importance to the Province than every other measure they might have before them this Session.—An hon. member yesterday spoke about the probability of England falling, but he believed there was a Providence watching over Protestant England that would never allow Infidel France or Apostate Italy to prevail against her, (Hear, hear).

Mr. M'Phelim would explain. In his speech yesterday he merely spoke of the probability of trouble ahead for England—of her being drawn into the vortex of an European war. He would yield to none in his allegiance to England, (Hear, hear).

Mr. Earle then took the Chair, and the debate was resumed.

Hon. Mr. Montgomery said it was of no use to clothe their speeches with a mass of irrelevant matter; he should therefore confine his remarks to the subject before the Committee. He was in favour of the first resolution, because he fully acknowledged the great importance of constructing a Railway from Halifax to Quebec which should unite the three Colonies. When the British Ministry consented to guarantee the loan for this undertaking, they had two objects in view; the first was a Military Road to Canada; and the second was to settle the wild lands in this Province, making a home there for the surplus population of Great Britain. He would ask hon. members whether these were the objects the British Ministry had in view, or was it their object simply to build up the city of St. John. From St. John to the wilderness above the Grand Falls there were no ungranted lands, and consequently the intentions of the British Government could not be carried out. Besides, the noble river St. John ran through seven Counties of the Province, and no Railway could compete with her; the river would command nearly all the trade. Again, were this road built, instead of St. John supplying the lumberers in the upper part of the valley, they would get all their supplies from Canada. At present Canada monopolizes the trade of the Bay Chaleur, but if the railroad was built, where Major Robinson had recommended, a great portion of that trade would be transferred to St. John. The Canadian Delegates knew this, and therefore advocated a line that should not interfere with their trade in the Gulf of Saint Lawrence and Chaleur Bay, and that should at the same time give them the trade of the upper St. John. In the four North-eastern Counties of this Province there were more than four million acres of ungranted lands. The County of Restiguche contained 1,030,000 acres, out of which only 150,000 acres had been granted; thus the northern line would have led to the settlement of these vast tracts of land, and to the successful prosecution of the Gulf Fisheries. It had been said, in reference to the vast qualities of fish in the Gulf of St. Lawrence that you have only to call them and they will jump; but there was something else necessary, he meant bait; and Mr. Hincks when he came to this Province gave the hon. and learned member from St. John (Hon. Mr. Gray) the bait, and kept the fish, (Laughter.) He had now stated his objections to the present scheme, but he did not, like some hon. members, object to it because it was a Government scheme. If they were going to have a railway he thought it was best to give the Government the management of it, and the people, through their Representatives, would hold them responsible.—Something had been said about Mr. Archibald's propositions, but he did not think they should command any serious attention; it would be perfect madness to entertain any such idea for a moment; he would not under any circumstance place in the hands of a Company the large quantity of lands Mr. Archibald demanded. With regard to the introduction of the Resolutions then before the Committee, and the discussion which had grown out of them, he believed the only harm that would spring from it was the taking up the time of the House for nothing, for a bill founded on these Resolutions would never obtain the Royal Assent, as it would not carry out either of the objects the British Government had in view. The hon. and learned member from St. John (Hon. Mr. Gray) had said there would be no taxation in consequence of building this railway, but if it absorbed all our revenue to pay the interest, there must be taxation, either direct or indirectly. Public men have a right to change their opinion—that he did not deny—and he said that the hon. member (Hon. Mr. Gray) had changed his opinion since last year; then he was opposed to a railway to Canada, and now he is a strenuous supporter of the present scheme. He (Hon. Mr. Montgomery) had changed his mind since last year; he now believed it was safer to trust the Government with money to build railways than it was to place it in the hands of a Company. The hon. member for Kent (Mr. Cutler) had expressed his opinion that something was wrong, and that a delay had not been given; he was of opinion. Why had Mr. Wilkinson's Report, Reviewing Major Robinson's Report, been printed in the Journals, the Major Robinson's report kept in the pigeon-holes of the Secretary's Office ever since 1849? It had been said that this line would secure the trade of the Gulf, but there was no foundation for the assertion. The hon. and learned member for Westmorland (Mr. Botsford) had attributed the withholding of the Royal Assent from the Eastern and N. American Railway Facility Bill to the petitions of the northern Counties; he was glad that people of those counties were considered so much importance by the Colonial Secretary. Mr. Botsford—And we ought to again) had got himself into a difficulty with his constituents, but with that he (Hon. Mr. Montgomery) had nothing to do. It had also been said that certain members of the opposition and hon. members of the North would not unite to overturn the Government; he knew nothing about it, and hence having anything to do with such a plot he should first look around and see what sort of material they had got to fill their places. (Hear, hear.) He regret that the Government had not left the route an open question, to be decided fairly, and he would be content, no matter where the line ran; but he could not conceive why a railway was required near the great river St. John.

Hon. Colonel Hayward said it was admitted on all sides that this was the most important measure ever brought under the consideration of the Legislature of this Province. There was no doubt but some hon. members would be influenced by local feelings. He was sorry to find the hon. members from the north in opposition to the measure, although he could not charge them with inconsistency. The estimate was £6,000 per mile, but he did not think it would cost so much; he believed that we could build railways cheaper than they could be built in the United States; we could get iron cheaper, and all other materials were on the spot, our iron would come in duty free, and this Province could boast, at a time of scant, that its scenery could be equalled by any other country. (Hear, hear.) He believed that we could build railways cheaper than any other country in the world. The hon. member from the north complained of not having received fair treatment, and it was said that some professional gentleman had made special pleas. He did not consider a lawyer better than other hon. members in speaking on this subject; all that was required was good common sense, (hear, and laughter). There were men in the house who were not lawyers, and yet quite capable of dealing with this question. Certain hon. members had found fault with the Government for defining the route, but supposing the Government had brought down the measure without having defined the route, the whole cry would have been "show us where the line will go." A great deal had been said about dictation on the part of the Canadian Delegates, but hon. members might rest assured that the Executive Council of this Province, was composed of material that would not submit to dictation come from where it might, (hear, hear). The fact was they had made the best bargain they could. By the same rule acted upon by hon. members, Canada might complain of having been dictated to, and with better reason, since they would have to build some 40 or 50 miles in this Province. Unless the three Provinces agreed they could effect nothing, as Earl Grey had insisted as a preliminary step that the three Provinces should agree. He felt certain that if this measure passed the Legislature of this Province, the money would be obtained, and the road would be built. The hon. member from Westmorland (Mr. Henington) was in favour of the line, and would borrow the money in the manner described, but he would not trust it in the hands of the Government, but would lend it to a Company. The hon. member had stated that if a Company built the line and failed, the road would fall into other hands, and the work would still go on. Now he would ask the hon. member if that was fair and judicious? When the line from Portland to Portsmouth was first built by a Company, it was so imperfectly done that the Cars were smashed, and several people killed, while the workmen were left unpaid. Who, he would ask, wished to see a similar occurrence in this Colony? Again, if the line was built by a Company, they would endeavour to make as much out of it as possible, and would charge whatever they chose. But if the Government had the management of the line, whenever it paid more than the interest they could lower the fare. In reference to the present scheme he believed that the people were determined to have a railway, and if the present House of Assembly would not take such steps as to insure the building of a railway they would soon send another set of men there who would do their bidding. The members of the Government were determined to risk their seats on it, but let not Hon. members suppose that they would retire from the Government should the present House defeat the measure. No no; in that case they should appeal to the people, (Laughter)

Mr. Johnson intimated that the hon. member had held out a threat.

Hon. Colonel Hayward.—Let not the hon. member interrupt him; if he would let him alone he was willing to allow him another speech, although he would advise him not to avail himself of the privilege, for he would not better his first speech; he had made a capital speech, although he (Hon. Col. Hayward) did not believe in it, (Laughter). He considered it very unfair for hon. members to attack the Canadian Delegates, who were not present to defend themselves. He would conclude by saying a few words as to the benefit of railways in general. Some few years ago, the people of Portland, Me., finding their trade did not increase, and their property of very little value, they rose en masse in favour of the Saint Lawrence and Atlantic Railway, and pressed upon the Corporation to pledge the credit of the city to a large amount in aid of the undertaking. The work had gone on, and 75 miles of the line from the Portland terminus had been finished—he (Hon. Col Hayward) had travelled over it last summer—and up to the present moment the Corporation of Portland had not been called on to pay a farthing toward it, while the value of property had increased rapidly. Then a railway had recently been built through the State of Vermont, connecting that State with Boston, and he was informed by the inhabitants whom he had conversed with that the cost had been more than paid by the increased value of property. A few years ago potatoes were sold in Vermont for six cents per bushel, but now they are purchased for the Boston market at two shillings per bushel. This was his (Hon. Colonel Hayward's) pet line. Some years ago he had divided the House on a grant for £1,000 to survey a part of this line from Saint John to Fredericton. There were no difficulties to be encountered on this route. The country through which the road would pass is not nearly so mountainous as Vermont; there the grade in some places rises as much as forty feet to the mile. He hoped hon. members would not make long speeches, as they had been long enough in debate, and should endeavour to get through to-day.

Mr. Taylor said there was no doubt but the people of this Province were extremely anxious to have railways; that sentiment was manifest at a public meeting held in Fredericton a few nights ago.—That it been decided that the line should be carried in the Northern section of the Province he would have supported it, because it would have opened up a large quantity of settling lands, and must have done good to the country. There were certain subjects on which a member of the House should be governed by his own opinion, without consulting his constituents, and he thought this was one of them. How could people judge of a measure so important, which had never been seen nor even thought on by them? He should support the measure on his own judgment, and when he had an opportunity of explaining to his constituents this good, beneficial, likely to secure to the Province from the railway, he had no doubt but they would approve of his vote. He was convinced, with a gentleman last evening who is one of the most extensive lumberers in this Province, who asserted that if there was this railway built he could carry on the lumber business at a much less expense than he could at present with £1000, as it at present he was obliged