The Weekly Observer.

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The Observer.

Published on TUESDAY, by DONALD A. CAMERON, at his Office, corner of Prince William and Church Streets, over the Store of Messrs. Jardine & Co.—TERMS: 15s. per annum, half in advance.

MUTUAL INSURANCE COMPANY.

THIS Company is prepared to receive applications for Insurance against FIRE upon Buildings and other Property, at the Office of the subscriber. I. WOODWARD.

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

New and Cheap BOOKS AND STATIONERY.

JUST RECEIVED—A well selected Stock of PAPERS, in Foolscap, blue and yellow, Fine and Superfine POTS, large and small POSTS, ditto NOTE, with ENVELOPES to match; CAP and POST, Ruled; Blotting, Tissue, Cartridge, Music, Crayon Drawing, Wall, Wrapping, and other PAPERS.

BIBLES, Testaments; Prayer, School, and Miscellaneous BOOKS.

Steel Pens, Quills, Inks and Ink Powders, Slates and Pencils, Lead Pencils, Sealing Wax and Wafers, India Ink, Indian Rubber, Red Tape, &c.

LEDGERS, Journals, Day Books, Cash Books Pass, Memorandum, and other Blank Books.

COPY LINES and BOOKS, ruled and plain. Bills of Lading; ditto Exchange.

☞ *Book Binding carefully attended to.*

A. FRASER.

DOCK STREET, *Saint John,* 13th June, 1848.

S. K. Foster's Shoe Store,

Corner of King and Germain Streets.

Boys' and Youths' strong BOOTS, suitable for the season.

THE Subscriber has now on hand, and is daily receiving, Boys' and Youths' strong BOOTS, suitable for the season, of domestic manufacture and warranted good.

Jan. 2. S. K. FOSTER.

Lines and Twines.

NOW opening and for Sale—300 Dozen 9, 12, 15, 18 and 21 Thread Pollock and COD LINES; 100 Bundles very fine HERRING TWINE; 300 Do. Seine TWINE; 500 Do. very fine Salmon and Shad Twine, at exceedingly low rates, by

Jan. 30. W. TISDALE & SON.

Fishing Lines and Twines.

Just received per the *Peruvian* from Liverpool:

10 CASKS containing Salmon, Shad, Seine, and Herring TWINES.

Also—Cod and Pollock Lines, from 9 to 18 thread.

For sale low by JOHN V. THURGAR.

Nov. 14.

Stoves! Stoves!! Stoves!!!

Just received per 'Widow,' from New York:

A LOT of fancy Air-Tight Parlor STOVES, for burning coal.—Also, a lot of Diamond Empire Cooking STOVES, Charcoal Furnaces, Water Urns, Hollow Ware, &c. &c.—For Sale low by JOHN S. WESTLOTORN,

Sept. 12. *King's Square*

BRASS'S HOTEL, WINDSOR, N. S.

THE Subscriber begs leave to inform his friends and the travelling public, that he has taken the premises known as BRASS'S HOTEL, in Windsor; and trusts that by strict attention to business, he may receive a share of the public patronage. His larder and hall will be well supplied with such as the season and place can afford—his bar with the best wines and liquors—and he will endeavour at all times to give travellers such satisfaction as may be required.

JAMES GILDRED,

Sept. 26.—3¶ *Windsor, N. S.*

NOTICE.

THE Subscriber having this day assigned unto his Son, ROBERT NISBET, all his Stock of Furniture, Materials and Tools, &c. &c., the Cabinet Making and Upholstery Business heretofore conducted in the name of THOMAS NISBET & SON, will in future be carried on by the said ROBERT NISBET, on his own account, upon the same premises.

All the outstanding debts due to and owing by the late firm of THOMAS NISBET & SON, will be collected and settled by the Subscriber.

THOMAS NISBET.

Saint John, N. B. 1st Sept. 1848.

NOTICE.

THE Copartnership heretofore existing between the Subscribers, under the Firm of THOMAS BARLOW & COMPANY, is this day dissolved, by mutual consent. All Debts due to and by the late Firm, will be received and paid by THOMAS BARLOW, and all persons indebted to the late Firm, or having unsettled Accounts with them, will please call at their office at an early period and adjust the same.

THOS. BARLOW,
GEORGE FLEMING,
JOHN STEWART.

St. John, January 1st, 1848.

THE Subscribers tender their grateful acknowledgments for the patronage received by the late Firm, and beg to intimate to their friends and the public generally, that the Business will be continued in all its branches, at the PHŒNIX FOUNDRY, where they solicit a continuance of the patronage hitherto enjoyed.

☞ Any orders for *Castings, Machinery, Mill-Work, Engines,* &c., will be promptly attended to.

THOS. BARLOW,
GEORGE FLEMING,

January 1st, 1848.

NOTICE.

ALL Persons having any demands against the Estate of JOHN ROSS, late of this City, (formerly of Grand Manan,) deceased, are requested to present the same, duly attested; and all persons indebted to said Estate, are required to make immediate payment to JOHN M. ROBINSON, Esq., Barrister at Law, who is hereby authorised to receive the same.

MARY PADDOCK, *Executrix.*

St. John, Oct. 31st, 1848.

☞ NOTICE.

ALL persons having any legal demands against the Estate of VALENTINE C. TROOP, late of this City, Grocer, deceased, are requested to present the same, duly attested, within six months from the date hereof;—and all persons indebted to said Estate are requested to make immediate payment to REBECCA TROOP,

Sole Executrix.

Saint John, June 24th, 1848.

No. 2, North Market Wharf.

HARDWARE, Powder, Spikes, &c.

C. & W. H. ADAMS

Have received per late arrivals from Liverpool, &c. their usual supply of GOODS in this line, which, with their stock on hand, comprises a good assortment, viz:

LOCKS, LATCHES, HINGES, NAILS, SCREWS, Sad Irons, Traces and OX Chains, Tea Kettles, SKATES, Counter Scales and Weights, Steel and Iron Barn Shovels, Steel'd and common Socket Shovels, Iron and Copper Tacks and Brads, Carpenters' and other TOOLS of best manufacturers, SHEET ZINC, AUGERS, Cast and Blistered STEEL, Sleigh Shoe STEEL; Hearth, Shoe, Scrub, Dust, and Horse BRUSHES; White and Yellow open mouth SLEIGH BELLS, Horse Bells, Sparrowbills, Heel-plates, and Tip Nails, "Grove's" Buck-saws, Griddles, Iron and Copper Coal Scoops, and a few fancy Coal Scoops and Vases as samples, Sash Cord and Axle Pullies, Fire Irons and Fenders, Glass and Mineral Knobs, Iron WIRE, Riddles and Sieves, Glue, Wool Cards, and a variety of Small Wares.—Also;

30 Kegs "Hall & Son's" FF. POWDER.
A few Kegs "Rifle" and other Cannister POWDER.
3 Cases "Hoole, Staniforth and Gray's" SAWS, containing Pit, Cross-cut, Hand, Circular, Gang and long Mill SAWS;
1 Cask "Vicker's" FILES.
1 Cask (4 cwt.) CURLED HAIR,
Cut NAILS of domestic Manufacture always on hand,
160 Bags Deck Spikes, 4 to 8 inch.

☞ *For sale low for good payments.*

November, 1848.

HARDWARE!

T. R. GORDON,

Corner of Market Square and Dock Street,

ST. JOHN, N. B.

Offers for sale at *reduced prices,* for Cash, a large and good assortment of CUTLERY and HARDWARE, consisting of

TABLE and Dessert KNIVES and FORKS, Carvers, Steels, Pen and Pocket Knives, Ivory-haft Knives in sets or dozens, Scissors and Shears. *Elliot's* and *Rodgers'* RAZORS and Pocket Knives; Butcher, Shoe and Sheath Knives.

Kitchen and Parlor Fire and Hand-Irons, Dust Pans, Cinder Sifters; copper, brass and iron Coal Scuttles and Hods, Fire Pans; Tea, Bread and Knife Trays; BRITANNIA METAL Coffee and Tea Pots, Sugar Basins, Cream Ewers, Urns and Tea and Table Spoons; covered Hot Water Jugs; Silver-plated Candlesticks, Snuffers & Trays, and Castors.

GERMAN SILVER Tea and Table Spoons, Forks, Ladles, &c. Block Tin Tea and Coffee Pots, Kettles, Dish Covers, Candlesticks, and Kettles on stands.

BRASS Kettles, Snuffers and Trays, Table and Chamber Candlesticks, Curtain Bands and Pins, Table and Hall Lamps, *Gas Pendants and Brackets;* Lamp Glasses Foot Tubs, Water and Slop Cans, Plate Baskets, Plate Warmers, Preserving Kettles.

CARPENTERS' TOOLS, viz.: Hand, Tenon, Keyhole and other Saws; Planes, Chisels, Gouges, Plane Irons, Compasses, Rules, Bevils, Pincers, Hammers, Augers, Auger Bits, Axes, Hatchets, Drawing Knives, Squares, Chalk-lines, &c.

BLACKSMITHS' Bellows, Vices, Anvils, Tryer Irons, Hammers, Sledges, &c.; Borax, Lead Pipe, Glue, Curled Hair, Hair Cloth, Chair Web, Girth and Straining Web, Kettle Ears, Candlestick Springs, Brass and Iron WIRE (assorted.)

Brass, Japan'd and Plated Harness and Saddle Mounting, SLEIGH BELLS, SKATES and Straps, Gig and Cart Hames, Horse Traces, Ox Chains; Breeching, Halter and Dog Chains, Whip Thongs.

Sheet BRASS and ZINC, Spelter, Wiredoth, Sadirons, Frying pans, Griddles, Pots, Ovens, Spiders, Stewpans, Saucepans, Teakettles, Tea kitchens, Soup Digester, Fish-kettles, Hair and Wire Seives; Brass, Wire and Painted Fenders; Steelyards, *Large* and small Scale-Beams; Patent Weighing Machines up to 2 cwt., Weights, Door Scrapers and Knockers; Hearth, Horse, Shoe and Paint BRUSHES; Horse and Ox Cards, Currycombs, Wheel heads, Wool-cards.

Carpenters' Patent Rim and Brass Mortice Locks; stock, pad, chest, till, trunk and book-case Locks; a few of "*Chubb's*" Patent Detector Locks, Letter Pad Locks, &c.; American Mortice Locks and Latches; Norfolk and Night Latches; Brass and Iron Butts; Strap, T, Chest, and other Hinges; Brass and Iron Screws; Mineral, Rosewood, Mahogany, Brass, and Japanned Knobs; Brass and Iron Bolts; Carriage Bolts; Carriage Lace; American Patent Shutter and Gate Hinges and Latches.

Gas Pendants, Brackets, Joints, Burners, &c.; Hall and Table and Shop Lamps, Lamp Glasses, Glass Lamps, &c.

Hoole, Staniforth & Gray's Cast Steel Mill, Cross-cut, Pit, Circular, Hand, and Tenon SAWS and FILES.

VICKER'S flat, round, half-round, square, and three square bastard, hand, and smooth FILES.—three square taper (3 to 9 inches), Pit and Circular Saw (4 1-2 to 12 inch), double and single cut Mill (6 to 15 inch) FILES; Horse and Shoe Rasps; *Stub's* best Files.

Sanderson, Brothers & Co.'s Cast, Blister, German, and Spring STEEL.

Warranted CHAIN, 1-4 to 1-2 inch.

Copper Boat NAILS; Butt and Wrought Nails; Spikes, Horse and Ox Nails; Whale Boat, Clout, Bellows, and Scupper Nails.

CANADA STOVES, 20 to 26 inch.
CROWN GLASS, 8x10 and 10x12.

Market Square, St. John, Dec. 1, 1848.

By Her Majesty's Royal Letters Patent.

DELL'S

Patent Hydro-Pneumatic BED SLEIGH WARMERS.

PROTECTION AGAINST THE CHOLERA.

THESE invaluable apparatus only require to be known to be appreciated. Their efficacy in the prevention of Cholera is now fully established. It is an authenticated fact in London, where they are now in general use amongst the Nobility and Gentry, that not a single case of that dire calamity, the cholera, has occurred amongst those using them.

They are also extensively patronized by the Medical Profession, and are being introduced into Hospitals and other Public Institutions for the use of Invalids. In all cold climates where cholera, ague and like complaints prevail, the Bed and Sleigh Warmers will be found indispensable, and, indeed, must come into very general use in every quarter of the world.

Dell's patent Bed and Sleigh Warmers depend for their decided advantage over all other plans ever before introduced, on the fact that they warm the air as well as the clothes, a difference so decided and remarkable, that invalids have invariably expressed their astonishment, to find themselves in a complete *warm air bath,* from the feet to the very shoulders; the bracing of the nervous system derived from this circumstance operates as a positive protection against cholera, ague, &c. In case of severe cold one of the Bed and Sleigh Warmers covered with flannel and applied to the soles of the feet, for two or three successive nights, will be found to give infallible relief.

GEORGE BEATTIE, *Agent.*

January 16. Johnston's Wharf.

JANUARY, 1849.

Nails, Spikes, Chains, Anchors, &c.

FOR SALE.

100 CASKS assorted Wrought Nails;
75 bags do. Cut do.;
60 casks 4½ to 10 inch SPIKES;
90 kegs, 112 lb. each, 1½ in. to 5 in. Stout Nails;
20 kegs Horse and Boat Nails;
30 kegs ¼ to 3-8 in. Rigging Chain;
5 Chain Cables, 9 16ths to 1 inch;
7 Iron and wood-stocked Anchors;
67 slabs Spelter. JOHN KINNEAR,

Prince Wm. Street.

PALE SEAL OIL.

LANDING ex "Charles" from Halifax:—20 Casks PALE SEAL OIL,—for Sale by

October 24. JARDINE & CO.

The Garland.

SPRING.

Spring, Spring is coming
In sunny smiles and tears;
The robin sings upon the bough,
The opening bud appears.
A genial warmth is in the air,
Light breezes float along,
And children 'gin to haunt the lane,
With merry shout and song.

Spring, Spring is coming,
Yon wreath of snow is waning;
From day to day it steals away,
But little now remaining.
The lowing herd from mead to mead,
The bleating flocks are roaming,
The warbling throng from grove to grove,
All tell that Spring is coming.

Spring, Spring is coming:
Do ye hear the song-frog's note?
All-night and day right merrily,
He tunes his shrilly throat.
The blue-bird seeks his little cot,
Built fairy-like in some old tree,
And there he sits and woos his mate
In soft and anxious melody.

The oriol from his southern clime,
With golden plumage tells his home,
The yellow-bird and bob-o-link
Sing at our door sweet Spring is come;
While all around upon the ground
Bright flowers as by enchantment rise;
And see the "Fairy Humming-bird."
Gem of the throng that haunts the skies.

The swallow wings his airy flight,
Swift like a meteor through the sky,
Or sportive circles o'er the earth
Loving to linger nigh;
The crow screams hoarsely through the wood,
For joy the leaves to see,
There fashions forth his summer home,
In rude, yet simple symmetry.

The green spot on the mountain side,
To which fond lovers often come,
The music of the purling stream,
The gathering insects busy hum—
The silence of the sledgeman's bells,
His merry shout and wild hallo,
Proclaim that Winter's reign is o'er,
And Spring comes laughing into view.

Laughing, loving, lovely Spring,
Bounteous, beauteous, rich, and kind,
Sad, indeed those hearts must be,
Which in thee no solace find;
Clouds and shadows, sorrow, sadness,
Are the winter of the mind:
But Spring is here, and 'twould be madness,
Not to cast them all behind.
Laughing, loving, lovely Spring,
Bounteous, beauteous, rich, and kind,
Sad, indeed, those hearts must be,
Which in thee no solace find.

PROVINCIAL LEGISLATURE.

HOUSE OF ASSEMBLY.

Fredericton, March 17.

The Honorable Mr. Partelow, a Member of Her Majesty's Executive Council, by command of His Excellency the Lieutenant Governor, laid before the House a copy of a Despatch from the Secretary of State for the Colonies, with a Report from Her Majesty's Commissioners of Railways, upon the contemplated Line between Halifax and Quebec.—These Documents being read at the Clerk's Table, are as follows:—

Downing Street, 26th January, 1849.

SIR,—I think it right to transmit, for your information, the enclosed copy of a Report which has been made by Her Majesty's Commissioners of Railways, containing such observations as occurred to them, upon the proposed Line of Railway between Halifax and Quebec; but I abstain from making any remarks on these observations until Her Majesty's Government shall have had an opportunity of considering, simultaneously, the communications received or expected on this important subject from the neighbouring Provinces, as well as from your own Government. I am, &c.

(Signed) GREY.

Lieut. Governor Sir E. Head, Bart., &c. &c. &c.

Office of Commissioners of Railways, Whitehall, January 12, 1849.

SIR,—I have been directed by the Commissioners of Railways to acknowledge the receipt of your Letter of the 22d of November, transmitting for their consideration, a copy of a Report by Major Robinson of the Royal Engineers, on a proposed Line of Railway between Halifax and Quebec, and other documents connected therewith, and requesting them to endeavour to ascertain whether the estimate in that Report of the probable cost of the work and of the return to be expected from it may be relied upon; and I am to inform you that the Commissioners have carefully considered the subjects referred to them, and have directed me to make the following observations for the consideration of Lord Grey, which are chiefly founded on the facts contained in the Report, as they have but little other data on which to rest their opinion.

With respect to the estimate given by Major Robinson of the cost of the proposed works, they consider that where so long a line is concerned, the average, which he has taken from the actual cost of other lines as nearly similar as possible in their character, affords good data for an estimate; and they therefore concur in the conclusion he has drawn from the average cost of the completed Railways in Massachusetts, and believe that, with prudent management, a single Line of Railway between Halifax Harbour and the Saint Lawrence, opposite Quebec, if gradually constructed from each end, might be properly conducted and supplied with a moderate plant for £5,000,000; but they fear that this sum would not be found sufficient if it be endeavoured, by locating large working parties on different parts of the proposed line, to expedite its construction, for the expenses attendant on forming the necessary establishments for the labourers, on forwarding them thereto, and on providing for them during the season when their labour could not be fully employed on the line, would probably be very great, and any expenditure which may be thus incurred can hardly be considered as provided for in the above estimate.

With respect to the probable return upon this capital, Major Robinson, it appears, considers that "there are very good general grounds upon which to form an opinion that ultimately, if not at once, the line will, in a commercial point of view, be a very productive one;" but after giving this question the fullest consideration, so far as they possess the means to do so, the Commissioners are disposed to think that, although in a military and political point of view the completion of a Railway between Halifax and Quebec may be of great importance, that as a commercial undertaking it is very doubtful whether it can, at least for a long time to come, prove profitable.

The Commissioners agree with Major Robinson in not attaching much importance to the direct intercourse between Halifax and Quebec; the passenger traffic between two cities, having respectively 45,000 and 25,000 inhabitants, and situated at the extremities of a Railway 635 miles in length, would be quite insignificant, and there are no Towns of any size between the termini. The productions also of the several Provinces of British America are not of a nature to offer a prospect of any important interchange of commodities between them until new branches of industy have sprung up.

It is anticipated, apparently, that the principal immediate revenue would be derived from the transport of the agricultural produce of the western part of Upper Canada and of the parts adjacent thereto of the United States, to Halifax for exportation; that the construction of the Railway would lead to the rapid settlement of the Province of New Brunswick, and the developement of its agricultural and other resources; that the Cumberland coal field, which is crossed by the line, would occasion a considerable traffic; and that the increased value likely to accrue to the ungranted lands adjacent to the Railway would be equivalent to a considerable diminution in the cost of its formation. But it is difficult to believe that the agricultural produce from the Settlements on the Lakes of Upper Canada, when either the lateness of the season or the rate of freight at Montreal prevents its shipment at that Port, will be forwarded by the circuitous route of the Saint Lawrence to Quebec, and thence by Railway to Halifax, instead of by the more direct existing communications through New York and Boston, or by that which the Montreal and Portland Railway, now constructing, will afford, especially when the Differential Duty which at present favours the exportation from a British Colonial Port has ceased: the early closing and the late opening of the navigation between Upper Canada and Quebec, on which the proposed Railway would be dependent for its connection with the west, would also induce Merchants in this country to send their orders in the spring and autumn as well as in the winter, to New York, Boston, or Portland, instead of to Halifax.

It is easy to understand that Montreal may be an important depot for the commerce of the district round the western lakes, and be able to share it with those ports of the United States upon the lakes which have communication by Railway or inland navigation with the Atlantic; but it appears improbable that Quebec should obtain an important share of this trade. Produce at Montreal will be ready to be forwarded by the Saint Lawrence when freights are low, or to Portland, by a Railway one half the length of that proposed between Quebec and Halifax; and the difference in freight and insurance at Halifax and Portland could not compensate for the additional water carriage of 180 miles between Montreal and Quebec, and the transport over 300 additional miles of Railway.

That the construction of the proposed line would tend to expedite the settlement of New Brunswick there can be no doubt, but the Commissioners fear that a long time would elapse before this effect could be produced to a sufficient extent to make the Railway profitable, or even to affect materially the value of the land. Although the Provinces of British North America have had for a long time a considerable advantage with respect to the duties on which their produce was admitted into this country, and although a few years ago the produce of the United States was entirely excluded from our West India Colonies, it nevertheless appears that neither New Brunswick nor Nova Scotia can at present feed their own small population, and that the price, which in the principal towns of those Provinces affords a profit to the distant agriculturalist of the United States, is not sufficient to attract capital to agriculture along the River Saint John. Of the traffic which the Cumberland coal-field might occasion, it is of course impossible to judge; within the Province, while it remains thickly wooded, it is not likely that the coal would obtain a profitable sale at any great distance from the pits; but if it be of such quality as would command a good price in the ports of the United States, it might prove remunerative to connect this coal-field by Railway with one of the Ports of Nova Scotia; it would not, however, be prudent, until this is ascertained, to calculate on any important return from this source.

The successful result which has attended the construction of Railways in the United States, affords no grounds for anticipating similar results at present in British America.

Before any Railway in Massachusetts was commenced, that State contained a tolerable population per square mile: the City of Boston had nearly as many inhabitants as Quebec and Halifax united have at present, and a considerable commerce must have traversed the State and passed through its Port. But New Brunswick has barely a population of five to the square mile, and Halifax, notwithstanding its beautiful harbour, is more important as a naval and military station, than as a trading Port.

To return 3½ per cent. on an expenditure of £5,000,000, a nett receipt of £175,000 will be required, and as the fixed charges contingent on the maintenance of 635 miles of Railway, with the necessary buildings and staff, ought not to be estimated at less than £75,000 per annum, a receipt exceeding the carrying charges by £250,000 per annum, or £4,808 per week, should be obtained to yield 3½ per cent. upon the expenditure; and if it be supposed that two trains passed over the line in each direction daily, or 28 trains per week, the gross weekly receipt to make this return, ought to be about £6,500, or rather more than £10 per mile.

On looking through some of the recently printed lists of the receipts on the different Railways in England and Ireland, it will be found that on the East Anglian Railway, connecting the town and port of Lynn, and also several minor towns, and a considerable agricultural district and population, with the Railway system of this country, the weekly receipts have generally been less than £10 per mile, and that this has also been the case on the Belfast and Ballymena and on the Londonderry and Enniskillen Railways, the last being open between Londonderry and Strabane.

If this can be the result upon a Railway connecting any district of England and Ireland with the port on which it depends, there is, it is feared, but little probability that a Railway between Quebec and Halifax could be profitable as a commercial undertaking for many years to come.

It must, however, be observed, that Major Robinson only considers it necessary for the receipts to be sufficient to return an interest upon £3,000,000, as he proposes that the remaining expenditure shall be met by an issue of notes. But the Commissioners understand that paper is at present extensively used in the currency of the three Provinces, and they consider that any advantages which can be derived from an alteration in the principles on which it is issued, may be obtained independently of the construction of the Railway, and that if it be possible for such alteration to be accompanied by an increase in the pecuniary resources of the three Governments, the returns to be expected from any proposed application of those additional resources should be as carefully considered as the return from the employment of capital under any other circumstances.

I return, herewith, the maps and plans which accompanied your communication, and remain, &c.

H. D HARNESS,
Captain, Royal Engineers.

H. Merivale, Esq., &c., &c.

On motion of the Hon. Mr. Partelow, ordered, that the aforegoing Despatch, together with the Report accompanying it, be referred to the Committee appointed to take into consideration all matters connected with Railways, to report thereon.

REPORT OF COMMITTEE ON RAILWAYS.

"The Select Committee to whom were referred all matters relating to Railways in this Province, beg leave to submit the following Report:—

"In the consideration which we have given to the highly important subject referred to us, we have been deeply impressed with the force of His Excellency's remarks in relation to Railways in the Speech at the opening of the present Session, that 'The elements of great future prosperity in the North American Colonies, depend for their immediate development on Public Works of this description, and that no sacrifice which tends to secure their execution, will ultimately be found too great.'

"Viewing the relative position of the North American Colonies, and the great importance in a national point of view of improving the facilities for mutual intercourse, we consider it a matter of the greatest moment for the permanency of British interests on this Continent, that a Railway should be laid down to connect the Lower Provinces with the interior of Canada.

"It was under the influence of this conviction, that we cheerfully united with the Legislatures of the adjoining Provinces, in 1846, in making provision for a Survey between Halifax and Quebec.

"That service has been ably performed, and the practicability of a great Trunk Line sstisfactorily shewn by the valuable Report of Major Robinson.

"This Report we have had before us, but from the estimated expense of the Line, we deem it altogether impossible for these Colonies to undertake it, unless largely aided by the Imperial Government.

"The Commercial depression at present pervading these Provinces, brought about as it has been in a great degree by the recent modifications of the British Tariff, leaves us in an enfeebled condition, and wholly unable to undertake that portion of the great Trunk Line which runs through this Province.

"We believe that no other measure can be devised, which will so certainly consolidate the Colonies, and perpetuate our connexion with Great Britain; while, without it, we fear that our position as Colonies will be of short duration.

"Entertaining these opinions, it might be expected that we should at once suggest some means for the construction of the Trunk Line; but if we were able to execute our portion, it would be comparatively useless, without the completion of those parts running through the adjoining Provinces. Co-operation therefore on this work is indispensible, and as we believe the financial condition of the Sister Colonies is no better than our own, so do we feel satisfied that they cannot undertake their portion without Imperial aid.

"It appears by the observations of the Commissioners of Railways, contained in the communication from Captain Harness to H. Merivale, Esquire, that 'after giving this question the fullest consideration, so far as they possess the means to do so, the Commissioners are disposed to think, that, although in a Military and Political point of view, the completion of a Railway between Halifax and Quebec may be of great importance, yet as a Commercial undertaking, it is very doubtful whether it can, at least for a long time to come, prove profitable.'

"We will not now go into the calculations which bear upon the Commercial view of the question, but admitting the correctness of the Commissioners' opinions, we shall deeply regret if the Imperial Government and the British Parliament are influenced in their deliberations on this all important question by the adjustment of Commercial profits.

"How would this mode of calculation apply to the Military and Naval Forces of Great Britain? It would certainly be a difficult thing so to direct a financial investigation on this subject, as to produce a profitable result in a Commercial point of view, and yet, the maintenance of these forces is considered indispensible to the preservation of the ational honor and integrity.

"In this light do we humbly conceive the Great British North American Trunk Railway should be viewed, and it is therefore to be deplored, that an official paper emanating from the Office of Commissioners of Railways at Whitehall, should deal with this question as wholly Commercial, and should therefore give to the Foreign Ports of New York, Boston and Portland, a preference to the Harbour of Halifax.

"We think that the plain broad question on this subject is—*Do the People of England wish to retain the North American Colonies or not?* If they do, the Trunk Railway is indispensible, and should be completed at any cost; if on the other hand there be a prevailing disposition at Home to throw us off, it will be far better to do so at once, and not leave us at present, depending upon hopes never to be realized, and looking for aid from whence it can never be derived.

"But we hope for better things; and assuming that our value and importance as British Colonies are duly appreciated at Home, and that the Government is desirous of ascertaining how far we can assist in the completion of the Trunk Line, we think there should be an expression of opinion on the part of the Legislature on this subject, and we respectfully recommend that the following offer should be made:—

"To secure to the Government or to any Company that may construct the Line, the ungranted Land to the extent of ten miles on each side: To purchase the right of way and the necessary stations on improved and private property: and, if nothing less will suffice, we would respectfully recommend that the House should consent to such modification of the present protective Duty on our Pine Timber as the British Government may deem advisable, if, in consideration thereof, they will undertake to make the necessary advances to complete that portion of the Line running through this Province."

"On our part we are willing to make every reasonable sacrifice for the security of British interests on this Continent, and we believe the neighboring Colonies will join with us in the effort; if a corresponding feeling exists at Home, the work will be done and not otherwise.

"In the event of the Trunk Line from Halifax to Quebec being constructed, it is very obvious that a Branch Line will be laid down from Shediac to St. John, in order to secure to this Province a share of the commercial advantages derivable therefrom; but even without the Trunk Line, we are of opinion that no part of the Province presents so eligible a site for a Railway, or promises so certain a return for the investment of capital, as the line recently surveyed by Mr. Wilkinson, from St. John to Shediac, a distance of one hundred and eight miles.

Being unanimously of opinion that a work of this kind should be forthwith commenced within the Province, we respectfully recommend this line as preferable to any other, for the following reasons:—

First—Because it will open up a commercial communication between St. John and the Gulf of St. Lawrence:

Second—Because of the extent of population and the fertility of the soil throughout the whole line:

Third Because, when twenty miles at either end of the line is completed, great commercial advantages will immediately result therefrom:

Fourth—Because it must lead to the construction of a line from Halifax to Shediac, and from St. John to the American frontier, which would make it a part of the great highway from Europe to the remotest States of the Union:

Fifth—Because it will unite and identify the interests of the Lower Colonies:

Sixth—Because no line of equal extent can be found in the Province, which can be so easily and cheaply constructed, or which can present such prospects of immediate advantage to every department of industry, whether connected with the Fisheries, the Agriculture, or the Commerce of the Province.

We believe that no line of equal extent has been discovered which presents less engineering dfficulties.

Mr. Wilkinson, in his preliminary report, remarks, that 'the ruling gradient is between level and seven feet per mile, with two maximum gradients, each of only thirty feet per mile, and he is of opinion that 'by a slight variation, and some increase of expence, the rise of thirty feet may be reduced to twenty-two feet, which would be a very little more than what is termed the angle of repose.'

Contrasting the gradients on this line with those on the line surveyed by Major Robinson over the Cobequid Hills, Mr. Wilkinson states that 'the same tractive force which would convey twenty-two and a half tons to Halifax, would transport forty-six tons to St. John.'

As we have thus selected this line as the preferable one for immediate operations, the next question for consideration is, in what manner can the funds be raised for its construction.

It is admitted on all hands, that the capital must be obtained from abroad: if left to private enterprise we are sure the work would not be undertaken, unless a legislative guarantee were given to secure a high rate of interest, and even then the management and control of the railway would be principally in the hands of strangers, who, being sure of the guaranteed interest, would have little inducement to economise, and would have but little regard to the public accommodation by the establishment of low rates.

Some other and more effectual course must therefore be adopted. The crisis is extreme, and the remedy must be equal to the emergency. Our trade is stagnant—our people are emigrating—our real estate is rapidly depreciating; and we are called upon to take a bold and decided course, irrespective of local claims and sectional jealousies. Providence has given us a country rich in all the natural elements of wealth, and we must turn them to account; the talents have been generously bestowed, and we are now to decide whether we shall bury them in the earth or multiply them by profitable employment.

Impressed with these considerations, we have struck out a course of procedure.

The estimated cost of the Shediac Line is five hundred thousand pounds, and is high, as compared with the estimate for the St. Andrews and Quebec Line.

There are many reasons why the whole of this line should be laid down by the government; but we think that greater economy would be insured if a portion of the stock were taken by private individuals, and we therefore respectfully and earnestly recommend that the Province should take one half the stock, to be raised on Provincial Script, redeemable in forty years, and interest payable half-yearly in London, and that the Province should guarantee a rate of not exceeding five per cent. per annum, on the balance for twenty-five years, to commence immediately upon the completion and opening of the whole line, to continue so long only as the line is kept in efficient working order. Should this recommendation be sustained by the House, we shall submit the necessary bills for carrying it into effect.

We are well aware of the nature of those objections with which our recommendations will be met.

It will be said that we have recommended a course which will involve the Province in debt, and embarrass our finances; but in answer thereto, we would express our opinion, which has been formed after the most mature consideration, that under prudent management, the very expenditure will beget the means for its ultimate liquidation.

It will also be said, that Legistative aid should not be exclusively applied to one Line, but so distributed as to give encouragement to similar works in other parts of the Province. In answer thereto, we say, that unless we bend our energies to the completion of one Line, we shall fall altogether, and consequently be discouraged for years to come, from undertaking any similar enterprise.

If the House can select any other Line which presents greater facilities, and a better prospect of success than the one which we have recommended, we shall cheerfully adopt it; but if no better can be found, we fervently hope that we shall combine our energies in this great cause, and then there must be a Railway in New Brunswick.

We have had under our consideration the Bill now before the House 'to authorize the issue of Script, on the faith and credit of the Province, to be employed towards the building and completing of the Rail Road from St. Andrews to Woodstock.'

The Legislature has already guaranteed six per centum per annum, for twenty five years, on one half the estimated cost of this Line; and we regret that the Company have not been able, with this guarantee, to prosecute their operations with success.

If we were satisfied that the assistance now asked for would insure the completion of this Line, we would cheerfully recommend the passage of the Bill under consideration; but, under all the circumstances, we submit the matter for the consideration of the House."

"L. A WILMOT, W. J. RITCHIE,
J. R. PARTELOW, S. Z. EARLE,
WILLIAM END, GEORGE HAYWARD,
D. HANINGTON, J. MONTGOMERY.

"*Committee Room, 17th March,* 1849."