THE SEMI-WEEKLY COLONIAL EMPIRE.

found it enacted as follows :--There is hereby imposed upon all timber,

* and other lumber, sawed or hewed, every piece * of which shall not exceed five inches square, * and nine feet in height, SHIPPED from this

Province, the following rates of duty, &c." If, under this law, any man could transport logs out of this Province to Canada and not be BILL RELATING TO RAILWAY DEBENTURES.

uilty of a violation of it, he misunderstood it. Attorney General,—<u>The Act says shipped.</u>] Well, if the Attorney General would munitain that lumber might be floated out of the Province when it could not be shipped out, he thought he would try to support a technicality which the country would not assent to. Would the alou. Attorney General assert that, if lumber was sent out of the Province without being shipped, Most emphatically I do.] Well, if this was the position of the law, it was high time it was reme-died. [Att'y General, —That is one of the sub-jects at present under consideration by the Government.] He could only say this was a piece of information of which he was not previously aware. [Member of Govt.,-Why did you not said Act.' Well, that was always the way he ask for it believed. The Government were determinate that no person should get any information until they asked for it. and not then, if the Government could possibly avoid giving it to them.-The explanation given by the Surveyor General

was one which reflected little credit on himself or the Government to which he belouged. As the subject was fairly open, he would prove that progress be reported, when it could be taken up aguin. Mr. STEVENS said : He should oppose any such

proceeding as reporting progress. It seemed to be the object of the Opposition to attack the Government piece meal, and to feel their way clong, and thus try to find out every assailable the finances. The resolution of the hon. mempcint, without committing themselves in any way. Why did they not meet the Government r from Charlotte provided for meeting any exin an open, manly way, in the place of skifting from side to side, and from point to point? Was it not a cowardly _____ [Cries of Order; Order.

At this stage, Mr. DesBrisay rose and called tended to give all parts of the country equal-stice, as it provided for extensions, and it the hon. member for Charlottee to order, and proceeded to speak to a question of order. ould r ______ air to now legislate away this pri-His Honor the SPEAKER rose and informed the

Committee that if any hon, member insisted up-on debating a question of Order it would be his duty to resume the chair. Mr. D.—I do insist. Mr. ALLEN was in favor of a bill in preference nds of the Government effectually by the lat The Speaker resumed the chair.

ter mode, as we had no guarantee that they would be governed by resolution. The question of the Intercolonial Railway had been brought Mr. D. proceeded to comment upon the lan-guage used by the hon. niember for Charlotte. The SPEAKER enquired if the bon. member for but he thought there was no necessity to take Kent had taken the words down while the House into consideration at present as there was was in Committee. [Mr. D .-- I did not, but will t little prospect of the work being proceeded have them put in entry at once.] The Speaker-In such case it is ray duty to inform the hon, member that the House cannot notice them. The

rule of the House expressly requires that they must be taken down by some member, or the Clerk at the time used, and before the Speaker

HOUSE IN COMMITTEE.

in moving his Resolution. The Hon. Susreyor General had admitted that he paid no duty on his lumber, which he floated out of the Province. In the Revised Statutes, Vol. 1, Page 37, he a larger sum be named in the Bill. The pas- the country could be insured against further exsage of this Bill would abolish the poll tax; that was now levied as a part of the Water Assess-resolution, and it was possible that it might not be

heeded, and that the Government would go on The Bill was agreed to without any opposi-tion. and expend a large um. The command of mo-ney, however obtained, gave a Government power

and taxation impending, and in view of this the Mr. STEVENS said he had prepared a Resolu on which he wished to move in lieu of this Bill, nd he thought it was of a nature that would least one or two years, until the country recoverommend itself to the House, and would effect ed its energies. Last year the Government told I the mover of the Bill desired, and yet not rethe House and the country that the Railway was completed, or at least all but finished, and adell the Act of 1856. Mr. KERR said, this Resolution was intended ing that they were sincere, we had the exs a substitute for this Rill, and as so he could traordinary fact before us that they had since expended on construction account \$186,000. It is Bill would repeal the Act of 1856, but to cet the views of the House he intended to add clause to the second section. The second policy of the British Government, he had no faith "No certificate of debt on Debentures shall hereafter be issued under the provisions of the that the Inter-Colonial Road would be built, and it was idle to talk about making provision for that at the present time. Even if it did go on the Government flad no authority to issue debentures on account of that line It would be well to pass the Bill, as it was not probable that any extension would be required during this or the coming year. He hoped hon. members would well tion was called for. If the bill passed the der this question before the vote was taken. nds of the Government would be completely and if they did, they must see the necessity of ed, they would not be in a position to meet any checking further expenditure. For his own part xpenses that might arise; they could not lay he would be afraid to face his constituents if wn any sidings, or enlarge Freight Houses, did not do all he could to stop expenditure-if he ad it was necessary to enlarge the Saint John

did not do so he would be recreant to his duty. ght House to meet increasedtrade. Then again and deserve to lose their confindence. He wantall would cut off the deep water terminus.ed to stop, absolutely, the further issue of debenmight be that the Government would decm it tures at least for a time. essary to proceed with this work, and it might Mr. S. H. GILBERT was tired of listening to this eternal question of Railway. It had been harped upon from the year 1835 down to the it altogether depended upon the condition present time. The inhabitants of Queen's County

stilling liability, but prevented extension of the works. He saw but little difference between the were always ready to aid and assist in any good measure, but they were decidedly opposed to ginal bill and the resolution, but would prefer extravagance. He recollected the time when he latter to the former. The Government should members came here to pass the facility bills; e some discretionary power. The Bill of 1850 they agreed to a measure to raise $\pounds 1,500,000$, and the majority of those who voted for that Bill, never saw a Railway, or never heard the snort of the iron horse. They held a great jubi lee in Saint John, and the Earl of Westmorland was sept over the deep blue wave, to endeavor esolution, as it would be impossible to tie the It was at that time proposed to gridiron the

in moving his Resolution. The Hon. Susreyor est on the Carleton Water Debentures. It was ture, and he would vote for any measure that about all, and it would not be prudent to pre- men's characters, with no facts to sustain or their own protection. and even to contribute to vent that, it would be a blind and narrow-minded pulicy to do so. He thought it would hon. members had no evidence, otherwise they the Colonial passessions of the British Crown. said that a government having control of Anglin, had hunted, with slander for years the money could strengthen their position in the House. The fair inference to be drawn from this was that they could influence members, not here to defend themselves ; and he was to strengthen their position in the House, and it was prudent to control this. The credit of the ence of the peoples representatives. He did Auglin,) though still unable to prove this to their means, make less exertions.

Province was exhausted, the Treasury empty, not believe that the members of this House charges, did not hesitate to reiterate them on country wanted positive, reliable assurance that by money: He had read in a paper, which bers could say what they pleased, but if they there would be no further debt incurred, for at the hon, member for St. John (Mr. Anglin) thoughemen's reputations were to be injured was well to stop the leak at once. From what he knew of the where fraud existed? He had not done so; to prevent the Government from issuing any the real thief.

cifect, and if the hon. member for St. John He thought the Bill showed a want of confi-knew of an instance where fraud had been per- dence in the House, inasmuch as they conpetrated, he now called upon him to point it finned in power a Government in which they out, and let it be known to the House; that it could place no confidence; and if a majority Queen Victoria, God bless her, would not grant store for this country; but if he was in the John and Shediac Road, which was lost. Upon country with Railways, while the population of then the picture would in all probability be re-the whole Province did not then exceed that versed, and the country would be saved. He of the City of Boston, which was called a little City in the States. The hon member for Kings, (Mr. Ryan) had said that they could put the serew on the Government by means of a resolu-tion - but have but have but the seres of a resolu-

hon, member for St. John (Mr. Anglin) had had spoken on this question, especially Mr.

were men that could be influenced or bought the floors of the House. Of course, hon, memsaid he was responsible editor and proprietor of, a great deal about fraud in connection with upon them, they were scally mistaken. He Railway construction, and that hon. member, agreed with some hon. members who said that on the floor of the House, had said something the country was getting wearied with this Railabout fraud. If he (Mr. Anglin) was aware way discussion year after year; it had been that fraud had been perpetrated, why did he debated and the same field tramped over withhe had made general charges of fraud against new Railway Debentures. The Government men who were not here to answer. If any did not wish to issue any more, and for that duty, as a member of this House, to point it why did his hon. friend from Northumberland out. Had he done so ? No. I'e had been bring in the Bill? The reason given is that the asked to do it, but he did not, because he Government has issued Debentures during the could not. He (Mr. Steadman) had heard a last year. He thought that the enquiry should policeman say that if you see a man ranning be,-Had the Debentures which had been isif not, then where was the wrong? Ample Department, and had a knowledge of its exis- arising from these Debentures had been used ence, it was his duty to bring the charge home. for legitimate purposes in paying balances due Mere assertions would have no weight or good on Railway contracts made before the last year.

chair of the Secretary, to which he aspired, the vote being taken on the first section of the

The North American Colonies defended themselves almost entirely from the fierce Indian tribes, by which these infant communities were frequently imperilled, and furnished no inconsiderable proportion of the force, by which the contest of British power with that of France was aintained on the continent of America; and the West Indian Colonies did not, in proportion Earl Grey proceeds to point out that

PUBLIC ARCHIVES OF NOVA SCOTIA

H. M. Government, would have proceeded at an earlier period to carry out their policy, but for a time of commercial and general depression in Canada, which renlered it unfavourable for such an important change. Earl Grey then says :

"But the season of commercial depression in anada has now passed away ; the repeal of the Navigation Laws, and the opening of the St. Lawrence Canals, which the Province has been enabled to construct, by a loan raise 1 on highly favorable terms, on the credit of the British person connected with the management had reason he saw no necessity for the Bill. But Treasury, has given a great impulse to its trade: een guilty of any maluractice, and the hon. he would look beyond this, and ask what was and the remarkable increase of the Customs' member was cognizant of it, it was his bounden the reason the Bill had been introduced, and revenue, which you have lately reported to me, affords a clear and striking proof of the return of prosperity. Under these circumstances, it appears to Her Majesty's Government that no ore favorable opportunity could be found for placing the fiscal relations of the Mother Country and the Colony on a permanent and equitable through the streets, and hear him crying with all his might, "Stop thief! Stop thief!" that was the person to lay hands upor, he being ance of the same kind with that which has prov-When a man charged fraud upon a public satisfaction had been given, that the money ed so emmently useful to Canada in the conextended to her in respect of another - public work, calculated to be hardly less beneficial to her than these Canals. In another despatch, I will explain to your Lordship the views of her Majesty's Govornment with regard to the means by which it is hoped that the construction of the Quebec and Halifax Railway may be accomplishmight be properly dealt with. The hon, mem-ber (Mr. A) had said, that he be had been seeking after the truth regarding railway man-stead a ministry in which they had confidence. (Mr. A) had said, that he he had been seeking after the truth regarding railway management for three years, and it appeared he For these and other reasons which he had not extend her public works, and to develop her rehad not yet found it. He could only say that time now to argue, he would vote against the sources. I feel confident the Parliament of Canada will readily co operate with her Majesty's Government, in adopting measures for dinishing the charge on the British Treasury for the defence of Canada.

It will thus be seen that the Halifax and Quebec Railway had the approval of Lord John Russell's Government who intended to ask Parliament for aid toward its conwith. Mr. GRIMMER thought the mover of this bill was entitled to much credit for its introduction whatever the result might be. He did not think that either Bill or Resolution was necessary to tie the hands of the Government, as ne did not the the not solution the follow the foll struction, always however upon the condi-

[Mr D -here they are] ak that in the existing state of the filances Mr. Speaker-On the paper I observe, "Is it not a cowardly." written by one persons hand writ-ing, and the word "object" added to it on anoth-ers hand. I wish to know if the hon. member for Kent is responsible for the whole of this .-[Mr. D.-for every word.] Mr. McLellan-the words on that paper are ecded the estimates The Commissioners had from year to year put

th reports, each culculated to lead the people believe that a certain stated sum would be the not fhose used by the hon. member for Char-lotte. Cowardly was the last words spoken by him before interruption. [Mr. Desbrisay-the tent of all that would be required, but time d proved to the contrary. It was absolutely words are his, though they may have been used in a different order.] [The Speaker—they must be the same words in the same order.] Mr. ALLEN made a few remarks indicative of an equipment the Speaker hald unsumed the ssary to set this feeling at rest either by bil ation. He disagreed with the hon. member for York, Mr. Allen, that the only manuer to accomplish the desired object was by bill; he an opinion that the Speaker hall resumed the

was of opinion that a resolution would et all that was sought. . Mr. Kerr had said The SPEAKER explained that it was his im nat his intention in bringing in the bill was to perative duty to do so whenever any hon. mem-ber insisted on raising a point of order, that ve the people assurance that no further ex-nditure for railways should be made within a

he informed the hon, member for Kent he ed time, and this object was proper enough should have first taken down the words of "the House was the guardian of the Treasury F did not think that the Government would in the hon. member for Charlottee and then moved the Speaker to the chair. In this way he would face of a resolution expend any more on this have had abundant time. work, and he would go for a resolution to effect

Mr. STEVENS here rose and said that so far he was concerned he could say that he e'desired object, and if the resolution did not , he would vote for a modified bill. He did had neither any intention or desire to use ot think it good policy to legislate power away unparliamentary language or to impute imrom the House.

proper motives to the hon member for Kent or any hon. member of that House. If he had Mr. MCPHELIM would prefer the Bill to any e-olution, as he had had some experience re-pecting the working of the latter. What was been allowed to conclude his sentence the end would have justified the beginning. If he had fact? Why, last year the Government disrebeen guilty of any language not strictly proper either to the House or the hon inember for fight arded a solemn resolution of this House, and had no guarantee that they would not do so he desired to render the most anaple anogy in. He was in favor of placing the question oud the possibility. He was in favor of giv-the people undoubted assurance that no fur-

expenditure should be made, and that could

ot be done by means of a simple resolution:

Several hon. members expressed their opinion that nothing unparliamentary had been said. and that the words of the hon, member for Charlotte were not any worse, than words which had before been allowed to pass unnoticed. Mr. FISHER said a gool deal of warmth had arisen in hon. members minds, and the most ju llow the power to remain in the hands of th dicious course as it was then 1 past 5 P. M. would be to adjourn and think the matter over. yould attempt to commence operations on a lin

After some further debate this suggestion was adopied.

becessary, they could repeal this bill that it TUESDAY, March 25. was how proposed to pass. He thought Mr. Ste-vens had better withdraw his, resolution and vote M. Codlip's Sewerage Bill was agreed to without any discussi for the bill.

The ATTORNEY GENERAL said that this matter BILL TO EXEMPT LUMBER OUT ON THE RIVER had been pretty fully discussed; as regards the Bill proposed by the hon, member for Northun-· DIGDEGCASH, IN CHARLOTTEE COUNTY, FROM EXPORT DUTY. erland he did not much care whether it passe r not. It was not probable that the Govern

HOUSE IN COMMITTEE.

Mr. GILLMOR said that he did not believe that nent would violate a resolution of this Hous igainst further expenditure. The hon. member or Kent (Mr. Morhelim) had said the Governraising a revenue, by means of an export duty, was a sound system of legislation. It was generaily understood that the export duty was put ent had disregarded a resolution, but that wa in hea of stumpage, as it was difficult to protect the Crown Lands, and this was held to be a safeone asking them to open the lid of the Provincial chest, but if one passed relative to Railway operaguard. The lands on the Digdeguash River were held by private individuals, and he contions it would be the reverse, and so the cases were quite different.

sidered this tax an imposition upon them. The " Mr. Ryas thought no Government would have only argument he had ever heard in favor of an the hardihood in the present state of the finances Mr. Ryas thought no Government would have export outy, was in effect that it projected the to disregard a resolution of this House directing public domain at the expense of private indivi-duals He was entirely opposed to this mode of raising a revenue, but he was aware of the diffiof the road might require, but it was high time culties that stoods in the way of providing a that general expenditure was stopped. He boremedy. He hoped the Bill would pass, because heved the construction of the road had been exa just measure travagantly managed, and that money had been

Was a just measure. Mr. Boyn said that the lumber cut on the Dig- wilfully misspent, and cases of this kind had deguash was transported to the port of shipment Come under his immediate notice. The system under which the line was built was a most exby rail, at a considerable cost to the manufacturer. He thought if enterprising individuals travagant one, but under the present circumerected mills along the line of Kailway, they stances he did not feel much inclined to vote for should receive some encouragement, and in jus-tice to those men, the export duty should be Mr. McCLELLAN did not agree with the state

taken off. ment that money had been wantonly sqandered, Mr. SKINNER was opposed to piecemeal legis- but he thought more had been expended than the hation. If a Bill of this nature, general in its revenues of the country warranted. The road fact of the matter was, that regarding Rail-provisions, was introduced, he would view it was of a costly nature, but he had confidence in way matters an arrangement had been made wished to express the opinions he held, and on the Empire is not to be used in the protection of with favor, as he thought all Counties should be : he general management, although he acknow-placed on an equality, in this respect: This Bill ledged that he thought there had been a lack of only referred to a portion of the County of Char- engineering skill, but no wilful waste of the publotte, and therefore he would oppose it. He lic funds. He saw no difference letween'a Resowould move that the farther consideration of lution or a Bill, and he did intend to vote for the the Bill be postponed three months. latter. He thought the passage of either Bill or The motion was carried. Resolution was rather a vote of want of coufidence

in the House in general than in the Government. BILL TO ABOLISH THE' CARLETON FISHERY LOT-He was satisfied that the feeling of the country TERY, AND TO SELL THE LOTS AND APPROPRIATE was against further Railway extension at present. THE PROCEEDS TOWARDS A PUBLIC HALL, AND THE PAYMENT OF INTEREST ON WATER DEBEN-TURES.

HOUSE IN COMMITTEE.

THE SOLICITOR GENERAL said this Bill pro-then said so, now cried that the Railway was amount would be necessary on the road be-had been challenged, but there was no reply. posed that so much of the Fishery Lottery as ruining the country. He had voted for buying belonged to Carleton, should be abolished, and out Jackson & Co., because he considered it good the mode monthing the mode monthing the country is they had be abolished and be the mode monthing the country. He had voted for buying tween St. John and Shediac. No expenditure the mode monthing these charges either had evidence or they had not; if they had, they owed the lots sold annually by auction to the highest policy to do so, and he had not yet altered his would be made upon this, road that was not dence, or they had not; if they had, they owed the lots sold annuary, by auction to the highest bidder, and part of the proceeds appropriated towards the balance to go towards paying the inter-and the balance to go towards paying the inter-bidder, and part of the proceeds appropriated towards the balance to go towards paying the inter-and the balance to go towards paying the inter-bidder, and part of the proceeds appropriated to the country and themselves to bring it form the United States, as well as the West Indian Colonies, were required to take upon themselves the principal share of the burden of the balance to go towards paying the inter-

then £6,000 then £8,000 m would attempt to make any further expen- was one of the glorious minority who tried to . ture this year. But there was a feeling in the save the country at the time this facility bill since regarding railway policy in general. The passed, and he now stood alone in the House, Chiel Engineer Mr. Light had been asselled, and there was only one other person who voted and there was only one other person who voted ded the estimates' but from rear to year put with him on that occasion that was now a mem-terests of the people safer in the hands of an ber, and he was lying sick at the Barker House. When it was found that we were compelled to borrow money to pay off existing debts, and had if they were really too low, and an additiona to take away the grants to the bye and great to save his professional character would keep roads, and neglect the dredging of the river Saint John, it would, he thought, be acknowexpenditure within the narrowest limits possi ledged that it was high time to pass a Bili ble running the Country any further in debt. As House to deal with this question independen regards the resolution of the hon, member for Charlotte, that was only a faint effort to prevent the Province going head long to destruction, but this debate. In the last House there was an

it was not specific enough. hon, member who was continually prophesying Mr. MUNRO said, it seemed that the fact that "mourning, lamentation and woe," who at a \$186,000 had been spent during the past year, times was prone to look on the dark side of and prompted the mover to introduce this Bill. the nicture, and overrate the embarrassments He found that some of this amount was for of the public finances. It would appear that covering the wharf at Shediac, and for decogning the mantle of that hon, gentleman had fallen he water at the wharf in order to allow steamers o come along side, and other portions were for on the shoulders of the hon, member for Saint comotives, and for sodding slopes, &c., and John, Mr. Anglin, as the latter now took up rely it would not be said that money spent for the same cry, and declared that tax was follows surposes was wasted. Again, it had been ing tax, and that ruin must ensue. Now, as ned by the Secretary that this expenditure, regard taxation, what was the fact? Why the d grown out of previous accounts that had not impost now proposed, would not swell the een finally settled. He did not think it would taxes to as much per head as the people paid s good or wise policy to allow the road to go to years ago. In 1854 the impost collected ay rather than spend a sum of money to keep amounted to \$2.50 per head, while all that it in good condition. He hoped the Province was now on the eve of taking a step in the right irection, and that was in the way of securing in inter-Colonial Railway, which, he thought, would be a great boon to the country. He be seen, that notwithstanding all that had been hought it would not be prudent to tie the hands | said it was not proposed to put on an enorthought the arguments that had been adof the Government at the present time, as some mous or burdensome tax, or one that would at abled that as there was a prospect of going on with the intercolonial road, it was advisable to circumstances for hi arise to render expenditure all opress the people. Now, Newfoundland ecessary. Some members had dilated on the and Prince Edward Island, without a railway, mbarrassed state of the Country, but he was overhment. He would ask if the Government one of those who was not disposed to take a cloomy view of the future of this Province ; the railway without calling the House together esources were almost unlimited, and we had all le thought not, and when they were in Session the elements of prosperity if we would take advantage of thein and turn them to good account. He believed a bright future was in tore for the people of this Country, and rather would go for judicious: extension

Mr. FISHER did not intend to vote for either Biil or resolution. He had always been in favor of Railways, and was yet, and was willing to entertain propositions for any judicious extension hat would be beneficial to the Country generally le was not one of those who looked with gloomy orebodings into the future. This Country pos sessed enormous wealth, and if developed, was dury, he would state that they did desire to be sufficient to enrich the Country. He would vote refeved. The Chief Commissioner had been or a Bill, the provisions of which were to be held up to the public gaze as a swindler, confined solely to the Saint John and Shediac he had been charged with all manner of offen-

Mr. W. J. GILBERT said that the debt of represented in every possible shape, and no the Province was going on with gigantic wonder that he was anxious to resign, as the marches, and in view of the present state of salary attached to the office, was no compenthe finances it was necessary to check extra- sation, for the abuse that had been so unjustly vagant expenditure which must eventually would vote for the Bill.

Mr. STEVENS said that he had made up his fused to accept his resignation. As regards not vote for a Bill to suspend operations pass it. He did not regard it as a want of entirely, and completely tie up the hands of confidence motion.

the Government. Mr. STEADMAN thought the Bill was based Bill to turn the Government out; his policy on the proposition that there should be no had always been to support good measures and more expenditure in consequence of the pre-sent depressed consition of the finances. The Mr. SKINNER said that as the discussion of with the Province, and the engagement should which he based his vote. The question had the Empire is not to be used in the protection of entries and under valuations; while a more be carried out in its integrity. He had voted taken a wide range, and hon. members had for the whole scheme and he considered it his seen fit to discuss the whole Railway quesduty to carry out that policy so soon as the tion. His hon. colleage (My. Anglin) had arcondition of the country would admit of it.- | raigned the Railroad managemement, and had It had been proposed to confine the opera- indirectly asserted that frauds and wrongs had tions of this Bill to the Shediac and St. John been committed. ["True, true," from Mr. road, and prevent any further expenditure Anglin and Mr. Stiles.] Hon. members might upon that, but he wouldgask, why tie up that say it was true, but where is the evidence ?-At the time the Railway Bill passed he voted to branch of the scheme and leave the rest open? For five years the country has been filled with confine operations to the line between St. John If there was any danger of expenditure it was these defamatory rumors, and men's charactand Shediac, but this was condemned as being a not upon this road, but upon branches, as it ters were sought to be ruined by suspicion; narrow-minded policy, but the same men who was not probable that expense to any great but he would ask, where was the proof? Proof

had actually cost near £13,000 per mile. He abundant assests. He agreed in the main with which was lost by a vote of 17 to 18. the remarks the Speaker had made a few days Progress was then reported. • J. H. S. Engineer, who made low estimates at first, as amount was absolutely necessary, he, in order

> Che Colonial Empire. of policies. He would oppose the bill for rea-sons which he would state before the close of

> > ST. JOHN, TUESDAY, APRIL 1, 1862.

Military Defences of these Colonies.

The principles, with reference to the miitary defences of those Colonies, which were lately adopted in Parliament, are prev wose which Mr. Gladstone gave in ence last session before the Committee on Military expenditure. But these principles are by no means new. They were was now asked added to the existing tariff would not reach \$2.40. In years past the tax 1851, when Secretary of State for the Cohad amounted to \$2.75 per heal; so it would nies during the administration of Lord John Russell, Earl Grey agreed that the exercise of the power of self-government mposes upon Colonial dependencies of the Empire, the duty of relieving the Imperial paid nearly as much tax per head, as this pro-Treasury from a part of the changes # has vince with over 100 miles of road. The state borne on their account. of the country was not at all so bad as some In 1853, Earl Grey published a work in

endeavored to show, he was confident that two volumes, entitled, " The Colonial Po there were no people in the civilized world liey of Lord John Russell's administration, (outside of the city of Saint John) more free which ought to be in the possession c from taxation than the inhabitants of this Prothan curtail operations at the present time, he vince. He did not think it would be just to every man, who is, or expects to be, it pass a law at the present time that would tie public life in the Colonies. In that work the hands of the Government and cut off exwill be found at length, a 'despatch, which tensions, contrary to the conditions of a solemn Earl Grey, as Colonial Secretary, sent ir contract entered into with the people. With 1851 to Lord Elgin (then Gov. Gen.) on reference to what had been said about the Raiway Commissioners tendering their resig- the civil list and military expenditure of nations, and wishing to be relieved from their Canada. From this despatch we make some extracts, the first of which is as follows -

" Canada (in common with the other British Provinces in North America) now possesses in tage of self-government in all that relates to her internal affairs. It appears to Her Majesty's Government that this advantage ought to carry heaped upon him. The Government felt that with it corresponding responsibilities, and that ead to direct taxation or repudiation. He they could not dispence with the services of the time is now come when the people of Canada exist among members as to Free Trade the Chief Commissioner at that time and remind to withdraw his resolution, but he would the bill he thought it would be better not to the expenses which are incurred on this account, and for their own advantage. Of these expenses. Mr. KEER said that he did not bring in this tection of the Province. Regarding Canada as a most important and valuable part of the Empire, and believing the maintenance of the conthe prosperity which she at this moment enjoys. it is the conviction of Her Majesty's Government that it is only due to the people of this country, that they should now be relieved from a large proportion of the charge which has hitherto been

> ny, now well able to do much towards protecting "In adopting this principle, I need hardly observe to you, that Her Majesty's Government Revolution, the then British Colonies which now

ion of the Bill be postponed for three months. therein enunciated, Earl Grey, in his work, says :----

> "Our retirement from office took place before these instructions could be fully acted upon. The call upon Canada, to take upon herself a larger portion than heretofore, of the charges incurred on her account, was intended to be coupled with an application to parliament, not only to provide for the salary of the Governor-General, but also to give the assistance of the British Treasury towards the execution of the projected line of railway, for connecting the British Provinces in British North America. The final result of the communications betweenthe several provinces on this last subject was not received, until we had ceased to be advisers of the Crown. While this remained uncertain, we were not in a position to bring the question under the consideration of Parliament; I will therefore say noting further with respect to 'it, except that I learned with deep regret, that 'the scheme for the execution of the projected 'railway, to which the three Provinces had, with much difficulty, been brought to agree, had not received the approbation of our successors."

Here then we find the true position of the whole matter as regards the Great Intercolonial Railway now, as well as heretofore. Although Mr. Gladstone has not fet held out any promise of asking Parliament o grant a subsidy to the Haliax and Quebee Railway, yet it is clear, he will only do so on the terms first proposed by Earl aid down explicitely by Earl Grey, in Grey; and all who advocate the construction of that great and important work, should at once turn their attention, and devote themselves, to the settlement of the preliminiary question, as to the amount these Colonies will contribute toward their own detence. That matter being satisfactorily adjusted, they may, then, fairly call upon Parliament, and in all probability would do so successfully.

THE PROPOSED TARIFF.

The " Colonial Empire" has already expressed its views of the increased duties roposed to be levied under the Bill now before the house; and while it holds that reduced expenditure, rather than increased taxation, should be the policy of the Legislature; it thinks a judicious modification of the tariff might be effected so as to relieve articles of prime necessity; which are largely consumed by the poor, and also the most ample and complete manner in which such as are of essential aid to manufactut is possible that she should enjoy it, the advah- rers, while an increase might be made to such as are of more general consumption, and to luxuries.

Whatever differences of opinion may must be called upon to take upon themselves a larger share than they have hitherto done, of while a Tariff is necessary for Revenue inwhile a Tariff is necessary for Revenue, incidental protection may be afforded to our by far the heaviest charge which falls upon this manufacturers; so far at all events as not country, is that incurred for the military pro- to interfere with the primary object-Revenue: Another improvement might be effected by making duties specific, in ction between the Mother-country and the all cases when they can be so made, rather Colony to be of the highest advantage to both; than advalorem. There is in the former case less temptation to make fraudulent this past of Her Majesty's dominious. But | certain amount of Revenue can be realized looking to the rapid progress which Canada is new making in wealth and population, and to kind we refer to Petroleum, Kerosene, and Well Oils, used for the purposes of illumination. During the last four months of 1861 upwards of 1000 bbls. of burning oils, the manufacture of the United States, posed upon them, for the protection of a Colowere imported into this Province. It may be fairly estimated that the import of the year will amount to 80,000 gallons. The price of this article in the United States is nial policy of this country. You are well aware, that up to the period of the war of the American from upwards of a dollar to as low as twenty-five cents a gallon ; the rate of duty is 15 per cent-leaving the revenue to fluc-

SEMI-WEEKLY EDITION.

