

from whence steam navigation could be opened with St. John.

Mr. Cassidy had been on the Select Committee, and had refused to sign the Report. His objections were, first, that he did not believe that the line would pay, or that most of the fish taken in the Gulf of St. Lawrence would be sent by the Railway to St. John; and secondly because he did not think the Province should expend such a large sum of money, for to the St. Andrew's Line, he thought the House had given it as much assistance as was prudent, and if the Company could not go on, it was better that they should be liquidated, and the project be abandoned.

Colonel Murray said he considered the attack made upon the hon. and learned member for York, (Mr. Fisher) by the hon. member for Kings, unbecomingly and unjust. The paragraph in the Governor's Speech upon Railways had reference to the Great Trunk line, and not to the Shediac line. There was one peculiarity in this debate: every hon. member who was in favour of a particular line, spoke in terms of utter contempt of other lines, and thus in its turn each line was vilified; he would call the attention of hon. members to the remarks made by the hon. Secretary upon the St. Andrew's line as an instance. Now he (Col. Murray) believed those hon. gentlemen all spoke the truth when they spoke against the other's favourite line—he believed that they were all bad; (Laughter.) He was willing, however, that an experimental line should be constructed from Shediac to the Head.

THURSDAY, March 22.

Mr. EXP said he did not rise under the impression that he could throw any light upon the subject, after the two days' debate which already occupied the Committee, but as he was one of those who had signed the Report, he did not wish to give a silent vote. He felt that all that had been said about the magnitude of the outlay which the Select Committee had recommended, it was a serious matter, and that hundreds of thousands of pounds, but when he had taken into consideration the state of the Province, he came to the conclusion that something must be done to relieve the people. Hon. members had talked of the language made use of in the Report towards the British Government, but he did not think it was too strong. He did not wish to say much on that subject, but he would say that the Colony neither had the Tax duty nor the Stamp duty to complain of, but still it could be denied that there was a growing discontent among the people at the course pursued by the Executive Government. He believed that the British Government, while those who in the hour of danger were distinguished for their loyal devotion to their Mother Country, are now treated with contempt and neglect. This policy of the British Government had placed the power in the hands of the Colonists, and the higher the British Government, while those who in the hour of danger were distinguished for their loyal devotion to their Mother Country, are now treated with contempt and neglect.

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The President of the St. Andrew and Woodstock Railway Company has shown his disloyalty to the mother country by putting in his pocket and paid his money towards the undertaking. He (Mr. E.) did not agree with the remarks made by the hon. member for Kings, (Mr. Ritchie) yesterday, when he read from a newspaper an article purporting to be the President of the St. Andrew and Woodstock Railway Company, he thought those remarks were unbecomingly and unjust, and that they were not the property of the Committee which fully examined the Report from all hands. He thought that the Committee would come to a decision in favor of doing something. The people expect it at their hands. Public meetings in favour of Railways had been held in Gloucester, Miramichi, Westmorland, and St. John, and if they could not get the Shediac line constructed, what line could they get? (Mr. Carleton) the Great Trunk line. He (Mr. E.) did not think so; that line was exploded. The hon. and learned member for York (hon. Mr. Fisher) had applied to the Shediac line, and had ridiculed it very much, but they were called upon to do something for the people, and should have an opinion formed in this matter, and know no party but the public. (Hear, hear.) He (Mr. E.) would support the Report of the Select Committee, and he thought that it was drawn up entirely unadvisedly, or in a hurry. He had no doubt but the Report could be amended, and he thought it would be a large sum he could confer, but he believed that the larger the sum they asked for, the better stood their chance of getting it; (Laughter.) He would not do better to borrow some money, and spend that condition; (continued laughter.) He hoped the measure would be sustained, and having thus expressed himself, he should say no more.

Mr. ANSEL said that his principal reason for raising to the attention of the hon. Attorney General, which he was desirous of having raised, the subject of the proposed line from Shediac to the Head, was that he had seen in the hands of the Chairman, before doing so, he would say a few words in relation to the proposed line from Shediac to the Head, which he thought was a very important subject, and he thought that it would be a large sum he could confer, but he believed that the larger the sum they asked for, the better stood their chance of getting it; (Laughter.) He would not do better to borrow some money, and spend that condition; (continued laughter.) He hoped the measure would be sustained, and having thus expressed himself, he should say no more.

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St. John, Black River, and Ten Mile Creek, 25 0 0
St. John, St. John's and Hibernia, to Tynewood, 20 0 0
St. John to Ephraim, 20 0 0
St. John to North Junction, 15 0 0
St. John to Salmon River, 15 0 0
From St. John, to New Canada, 10 0 0
From St. John, to St. John's, 10 0 0
Bathurst to Pictoucheque, for the year ending 1st June, 1849, 40 0 0
From Springfield to Norton, for the current year, 10 0 0
From Miramichi to Dalhousie, 100 0 0
From Miramichi to Saint Francis, 40 0 0
From Gagetown to Salmon River, 20 0 0
From Long Creek to Sussex Vale, 15 0 0
To Thomas Smith, to enable him to keep a suitable Town, to be kept, between Douglas and Kingsclear, 15 0 0

St. John to the Nova Scotia Line, 650 0 0
Fredericton to Saint John, via Nepesic, 375 0 0
Saint John to Saint Andrew, 300 0 0
Nepesic to Gagetown, 25 0 0
Dorchester to Shediac, 40 0 0
Shediac to Pictoucheque, 40 0 0
Richibucto to Saint John, 20 0 0
Nepesic to Bathurst, 150 0 0
Bathurst to Bellefleur, 50 0 0
Bellefleur to New Brunswick, 200 0 0
Fredericton to Woodstock, 725 0 0
Woodstock to Arundel, 350 0 0
Arundel to Grand Falls, 200 0 0
Fredericton to Pigeon Board, 25 0 0
Bellisle to Saint John, 425 0 0
Fredericton to Newmarket, 200 0 0
Fredericton to Harvey, 225 0 0
Shediac to Richibucto, 200 0 0
Richibucto to Saint John, 200 0 0
Woodstock to Hallowell, 40 0 0
Oromocto to Gagetown, 20 0 0
St. John to Grand Falls, 200 0 0
Fredericton to Grand Falls, 200 0 0
Grand Falls to Grand Falls, 450 0 0
Bellefleur to Miramichi, via Pictoucheque, 265 0 0
Saint John to Gagetown, 80 0 0
Hampton to Bellisle, 40 0 0
Lower Landing, Grand Falls, to American, 200 0 0
Cape Island to Cape Tormentine, 125 0 0
Pictou's Store to American Boundary, 15 0 0

Total, 6,510 0 0

Your Committee recommend a Grant of £300 to the Nova Scotia Line, and £200 to the Company, for the improvement of the Roads through their Lands.

British News.

(From the London Morning Herald.)

To struggle against a set of principles which would have for their object, not the maintenance of reciprocal benefit to the British and other Governments, but the assertion of the merits of universal competition, would appear, at first sight, no difficult task. But when the masses have been led to believe that the whole of Great Britain, and what a Government is found weak and reckless enough, we might perhaps, say unprincipled enough,—to foster the delusion, time alone which is the touchstone of truth can expose the fallacy and detect the error. And now, in a series of articles, stripping the imposture of free trade of its painted garb,—of probing the depth of the folly, which, unhappily for the peace and prosperity of Great Britain and her noble colonies, has of late so ruinously swayed the ministerial councils of this country. And now, in a series of articles, stripping the imposture of free trade of its painted garb,—of probing the depth of the folly, which, unhappily for the peace and prosperity of Great Britain and her noble colonies, has of late so ruinously swayed the ministerial councils of this country.

To make any direct impression on the mind of Her Majesty's present Conservative Ministers we never expected.—Recognition of error and resignation of office, are the only means by which we can look for a better future. But that our exertions are beginning to tell on the public mind is plainly visible. A reaction has commenced in public opinion. The value of a well-sustained home and colonial market is better appreciated.—It is not only the duties of allegiance, but by sympathy of race and language, ever a trade with "alleg" nations, necessarily antagonistic and ever precarious, are again beginning to resume their weight in the public mind.—The danger of dependence upon foreign markets for that produce which our own country and its colonies have hitherto furnished is now acknowledged by many who, but a year or two since, treated such a difficulty of employing a very large population by any other system than that which encourages home and colonial produce of all kinds, and which rejects the doctrine of universal competition, is already acknowledged in nearly all quarters; not only among agriculturists, but among manufacturers. The decay of our colonial trade is sensibly felt; the falling-off of our West India exports and imports is not to be concealed,—nor can the consequent distress of the West India Colonies be denied; nor have the replies of foreign governments to the British ministerial invocations to adopt free-trade principles a little served to open the eyes of the unwary believers in Mr. Cobden's bold assertions of the readiness of all the civilized world to trade "free." This change of sentiment must be highly gratifying to all who have an interest in the colonies,—and every Englishman has an interest,—for nothing so much tended to make men apathetic and indifferent about colonial matters as the fixed idea that all the world was to play the part of a liberal customer to Great Britain; and their hostile views upon national regulations, monopolies, and exclusive systems, were all to melt away before the glorious sun of free trade. It is high time that these silly, childish ideas should be abandoned, and that we revert to principles of government which long experience has confirmed the soundness of.

THE OREGONIAN.
SAINTE JOHN, APRIL 13, 1849.
THE SHEDJAC RAILWAY.

The following Resolutions of the House on the reconsideration of the St. John and Shediac Railway, which was agreed for, and carried by a vote of 20 yeas to 10 nays, were read and approved. The House resolved, that it should be a condition, that the Government should be bound to give an expression of public opinion, such as was given at the late Railroad meeting in the Court House of this City. There is one thing which is placed beyond the possibility of a question, that but for the firm, cautious, and determined stand taken by our citizens, through the fair opinions of our Representatives, all the interests of the country, and the absolute necessity of public works to save this country from depopulation, no Resolution favourable to a Railroad or any other public work by which a destitute people might find employment and relief, would have stood on the Journals of that House. Since then we have found the Government to move in a right direction, our "Shediac" Legislature, it is to be hoped that the people will make it available for all useful purposes in future. Our Representatives must be taught that the time has arrived when the people will no longer be hoodwinked, or bamboozled out of their Rights and Privileges. They may consequently prepare themselves to act in favour of a Railroad, with the wishes of the Country, or prepare to evacuate their seats of honor to more honorable men.

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