and if the navigation was improved, there could be no doubt but constant communication by steam, in the summer, would be kept up between that *place* and Fredericton. The navigation above the *Falls* to the mouth of the river Madawasky, was just as susceptible of improvement, and from thence to the head of Lake Temiscounta, and one Steamer could run all the way from the *Grand Falls* up, if there was a lock constructed at the entrance of the Madawaska river. The portage now travelled, from the Lake to the River Du Loup, was 36 miles, but from another point on the Lake to Trois Pistoles, on the St. Lawrence, it was only 18 miles. If the House though proper to hold out the encouragement to Railways now spoken of, he should at some future period (not at present) ask for a sum of money sufficient to open up a line of steam communication direct with Quebec. Let them only think what nature had done for them on this route. Here was a line of rivers and lakes which only required 18 miles of canal to connect the waters of the Upper St. John with the St. Lawrence, and 136 miles of the route above Fredericton already navigable, and requiring but few improvements: if this course was thrown open to steam, all the Towns, villages, and settlements along the route would be immediately placed in communication with the City of St. John. Besides the main river, there were large branches that would also be benefitted by it. The Tobique, one of those branches, was navigable for boats a distance of 80 miles from its mouth, and offered excellent inducements to the settler; it had tributaries as the Nashwalk. Then there was the Restook, which penetrated into the American territory, and was navigable for boats 70 miles. A few years ago there was scarcely any settlers on this river, but now it was settled all along its banks, town after town having taken up, and agriculture successfully carried on throughout the whole extent. Twelve miles from Woodstock lay Houlton, an American settlement. About 35 years ago the first settlers went to this place, then nothing but a wilderness: now it was quite a large village, with representatives in the State Legislature, and in Congress; and the country was rapidly settleing from thence to the Restook. This was a fine, flourishing agricultural district, stretching along for many miles on either side of the lines. Hon members could have no idea of it if they had never seen it. Travelling from Woodstock to Houlton, the traveller could see one vast plain stretching out around him, with a view of 30 or 40 miles in almost any direction. He (hon. Mr. Fisher) had once ascended Mars Hill, and looked down upon this vast plain, and it being when the mellow tints of autumn were visible, it looked like a carpet of velvet, where the gold was sprinkled with green. But since that period the country had settled, and much of the lands were cleared. It was now one of the best settled counties in the Province; it was one continuous settlement from Eel River up to the large blocks which had been granted to individuals, and which thus impeded the settlement of the country. The navigation by steam to Woodstock had already proved of most importance to this country, large quantities of oats, potatoes, &c., having been conveyed by the steamers to St. John, there was no longer any necessity for the owners to sell this article at Woodstock for one shilling and three pence per bushel. And if the farmer could get £10 more for a quantity of oats in St John than he could at Woodstock, and could convey them there in the steamer for £3, he must pocket £7 by the transaction. Hon. members from the north sometimes spoke of the agricultural Counties of Gloucester and Restigouche, but the Parish of Woodstock alone, at the last census, contained more cleared acres than there were in the whole County of Restigouche, and nearly as many as there were in Gloucester; and more cattle, horses, and swine than either of those Counties contained.—(Here the hon. member read from the returns in corroboration of his assertions.) Again, it was said that people were emigrating from other sections of the Province, but that, he believed, was not the case in Carleton; on the contrary population was gradually on the increase. This was to be attributed to the superiority of her soil,—the people from other sections of the Province were pressing in, to obtain land for settlement. This state of the country, as he had described it, was not the effect of Government aid, but rather in spite of the Government, for in the upper part of the County, in what was once the Disputed Territory, the people for many years could neither purchase land nor timber; and if they settled down on land, they had to do so without authority, and at their own risk, and it they cut a stick of lumber it was seized: this was the practice for a while, and latterly the seizing officer was ordered to cut up and destroy all that he seized. He did not mention this by the way of complaint, but to show that the situation and soil was so good that settlers were attracted notwithstanding those disadvantages. He did not come there with this Bill, as some projectors he wot of, to ask for hundreds of thousands of pounds,—just as though the Californian gold mines were in this neighbourhood—but he should ask for the small sum of £8,000 or £4,000 a year, for eight or ten years; which would be repaid by the increased value of 2,500,000 acres of Crown lands. If the House should adopt the policy of incurring a large debt for the improvement of internal communication, he should then ask for a share of it to be laid out on the river, to erect dams, so that it might be navigated in slack water; but he did not wish to go to that extent at present; it was his purpose to obtain money to improve the navigation at a few of its worst points betwixt Fredericton and the Grand Falls; then to lay out about £1,000 above the Falls, which would, he thought, make the river navigable for a Steamboat as far as the Madawaska. At this point, some time or another, a lock would be required, and a canal a few rods in length; this would cost about £5,000, but he did not propose doing that as yet, but to erect a dam at the Falls of the Madawaska, to deepen the water above; this would cost about £400 or £500. By carrying out this plan, one line of steamboats would ply between Fredericton and the Grand Falls, a boat would run from thence to Madawaska, and another from above the proposed dam to the head of Lake Temiscouatta. There would then remain but eighteen miles from the head of steam navigation to the River St. Lawrence, and he had no doubt but the Canadian Government would then assist in constructing either a railway or a canal through this portage; and he had been informed that this route was travelled. He was travelled among our western neighbours, and no one who had not done so could form any idea of the manner in which they flitted from one place to another. He believed that every married man among them,—and perhaps every one who had a sweatheart—if he could raise the means, left home and travelled by steam at least once a year. A year or two since he (hon. Mr. Fisher) had proceeded up the Hudson, and fell into conversation with several of them. He saw them afterwards in Canada, and found out that they had been to Buffalo and the Niagara Falls, and were proceeding down the St. Lawrence to see the antiquities of Quebec. They were enquiring if they could proceed to the Atlantic by steam without turning back, and if the steam navigation was once opened betwixt Quebec and Fredericton and St. John, thousands of them would come to view the scenery of our noble river. This was a great highway, formed by nature, and until we improved it we could form no just idea of the advantages to be derived from it. (The hon. member then read a statement drawn up by a mercantile man, showing the average quantity of provisions imported into this Province, the difference in prices at Quebec and New York, and the probable cost of freight from the former place by this line of communication, with the great saving to be effected thereby.) He (hon. Mr. Fisher) could not vouch for the correctness of this statement, but there could be no doubt but all of our importations of flour, beef, and pork would come in by this route, were the navigation improved, and that a great saving would be effected. He could say nothing against railways—it was very well to have them if possible—but they were of less advantage to persons living along the line than navigable rivers or canals; for in one case there were depots at certain intervals, and to those depots the people had to travel and convey their goods, while in the other case they could put off in boats from any place along the line. The soil on the upper St. John was as good as the soil in the United States, and our intervals were at least equal to the soil in the Western States and Upper Canada; although our climate was not quite so good; and very few persons here had any idea of the straights the people in the United States were put to, to raise their taxes. But in addition to the agricultural interests, the County of Carleton could boast of an iron mine, which was now in vigorous operation, and the means of bringing money into the County, and employing a great many hands; the County also abounded in gypsum, lime &c.—Surely the inhabitants of a County like this deserved some attention, and having settled the question in the manner described, they were entitled to Government aid in removing the obstructions to navigation. But passing over this, had they not a right to expect that a portion of the revenue should be expended for their benefit?—Let them look to the imports of St. John (upon which duty had been levied) and they would find that a large proportion of them found ther way up the river to Carleton County; then go to the export duties,—to say nothing of deals, to make which that County furnished a large proportion of the logs—nearly all the timber shipped at St. John came from the upper country. It might be argued that part of this timber came from Canada, and a part from the State of Maine, But he would ask hon. members—allowing that the river was the natural highway for this timber to market—if the people living beyond the boundary line were not entitled to a good high way of communication, by which they could take up their imported goods in return? And would it not be politic to give them a good line of Steam communication, to prevent their importation of flour, &c., overland from Bangor? He found by the returns that the Americans settled in their own territory, on the head waters of this river, paid a very large sum annually as export duties—a sum much larger than what he (hon. Mr. F.) asked in this Bill; and now it had been proposed to double the export duty. Hon. members could recollect how much the Americans were dissatisfied when the present export duty on lumber was first imposed; but they were bound down by the Ashburton treaty, and were obliged to submit. But now, should the duty be increased, what better argument could they be met with, if they complained, than to be told that a part of the duties thus collected were being laid out in improving the navigation of the river, for their accommodation? He hoped that the measure would find favour in the eyes of the Protectionists, for it would most assuredly encourage home industry, and by offering facilities for settlement in a fine country, prevent emigration from the Province. He hoped it would also receive the support of his Free-Trade friends, for one of their favourite measures was to increase the means of communication. He would also remind his hon. friends from the north, before he sat down, that he had generally stood by them when they came there and asked for grants for local improvements. (Here the hon. member related several instances.) He did not now ask them for payment, but merely asked at their hands a fair consideration, and support if he had, in their opinion, made out his case.

Mr. End said the hon. member of the Government who had just sat down did indeed support the grant for the Baltimore Bridge, but he had so often reminded him (Mr. End) of it that it was a great measure done away with the obligation. When he received a favour he did not like to be told of it so often; it looked like ungracious, to say the least of it. But for the hon. member to mention it upon this occasion—although he disclaimed any thing like receiving pay for it—it reminded him very forcibly of an incident of which, a few days since, he was an eye-witness. He had been taking his usual morning's walk in the direction of the Government House, and there he saw two horses in adjoining fields, one in either field, seperated by a pail fence. Presently one of the horses approached this fence, and appeared to scrutinize the other. For its soon approached the same point. The horse who had commenced the movement then put his head over the fence, and commenced scrating ing the other horse's shoulder with his teeth, he (Mr. E.) looked on for some time, wondering what it meant, till at length the horse so scratched turned and scratched his fellow on the same spot, which appeared to give him infinite satisfaction; and he then discovered that this was the object for which the horse who made the first advances had walked up to his fellow, to do the kind commenced scratching his shoulder. (Laughter.) Now it appeared to him that what had fallen from the hon. mover of the Bill did look a good deal like this: "I have scratched you, and now do you scratch me!"—(More Laughter.) But he (Mr. End) was not disposed to scratch the hon. member just now; there was such a thing as asking for it once too often. By reference to the Supply Bills for some years past, he found that during the last three years there had been granted an aggregate of £2,500 for the purpose of improving the navigation of the River St. John, and about two or three years previous £1,000 had been granted for the same purpose, making £3,500 in all. This he considered a fair share of the money expended in internal communication. But the hon member was interested in this Bill, both as a member of the Government, and as one of the Representatives for the County of York. He knew also, what they all knew, that under the present system York must supply the leading members in the Government—they must hold offices, and reside in Fredericton. Now as this was a local undertaking, he would ask hon. members from othes sections of the Province if they were willing to give the Government a *carte blanche* to expend a large sum of money on the river to suit their own purposes? The hon. and learned member had given them a very pretty history of the rise and progress of the County Carleton, and its flourishing condition (comparatively speaking) at present; he did not question the truth of the hon. member's assertions, but they furnished an argument *against*, not for the grant, for if the hon. member recollected the time when the County was almost in a wilderness state, and that men who then forsook the civilized world to settle in this wilderness, were now, without shifting their residences, in the midst of roaring farms, and thriving villages, that was a proof that they were doing very well without the legislative aid now sought for. The export duties in which the hon. member had alluded, were derived from various sources; a large portion of them were derived from Americans, who had no claims upon this legislature, and some of them were derived from lumber cut off lands that were private property. Whatever might be the merits of the question, he held that the state of the farmers of the Province, and actual distress of the people in many districts, were sufficient reasons against granting money to improve the circumstances of a people who did nor want it, and who were prospering without it. He also objected to the mode in which the money would in all probability be expended. No doubt but the Government would proceed (if the Bill passed) to remove obstructions—that appeared to be the object. But would that improve the navigation? He contended that it would not; for if the rocks were removed from the bed of a river, the water would run out. (Laughter.)—Hon. members might laugh, that only showed their ignorance of the subject; but he would quote his authority. (Here the hon. member read certain passages transcribed, as he said, from the work of an Engineer on the clearing out of rivers,—he did not give the author's name.)—That would be the case if the rocks were removed from this river. (Hon. Mr. Baillie,—"I deny it.") The hon. member's word might go a good way by land, but he (Mr. End) would be hanged if it would go far by water! (Laughter.) Another objection he had to the Bill was, there was *initiation* in it; (Laughter,) yes; it was giving the Government power to spend money year after year without that house having a word to say about it. It was to all intents and purposes a local Bill, and could not be tolerated. He would not say that the hon. mover had no higher motive than that he had described as having actuated the house, but this he would say, that if the house entertained this measure, it would be at the sacrifice of the most important interests of other sections of the Province.

Dr. WILSON said he had imagined, up to the moment when the hon. mover of the Bill rose to speak, that the finances of the Province were not in that healthy state as to warrant the expenditure of a large sum of money in an undertaking of this nature. It had been brought under their notice, however, in such a manner that it was almost irresistible; first by a strong allusion to it in the Governor's Speech, then by an extra newspaper laid before every member, containing the subject of a lecture delivered at Quebec, and now by the hon. mover's speech. That hon. member had said it was a very short Bill; true, but a short Bill might sometimes occasion the expenditure of a very large sum of money. He did not wonder at this Bill having been introduced, however, for it had been the continual cry of the hon. and learned member for St. John (Mr. Ritchie) for the Government to "work, work, and develop the resources of the country;" and this was one of the measures which would immediately strike them, as it gave them the mitratory power, and would to a certain extent develop the resources of the country. He did not find fault with the measure itself; it might be good enough; but unfortunately the country was not now in a condition to spend the money. It had been acknowledged by the hon. mover of the Bill that some of the money formerly granted for the same purpose had been misspent; he did not mean to say that this would also be misspent; he believed the mode suggested would ensure its being expended to more advantage than under the old system; but they had not the money to spare. The Revenue Bill which had been passed the previous day had imposed rather a high rate of duties, but this had been done avowedly for the purpose of sustaining the public credit; not for the purpose of extravagant grants. He did not know whether the navigation by steam to Quebec, by this route, would be as profitable as had been represented, but this he knew—that they were not in a condition to carry out the scheme at present. There were many calls for large sums of money about to be pressed on the House, among which were the St. John Loan, and guarantees in favour of the St. John and Shediac, and St. Andrews and Woodstock Railways. The projectors and advocates of these schemes all solicited the Legislature for money. Where was it to come from? The House could not entertain the idea of doing what was required of them—it was out of the question. At all events, he for one would not consent to pledge the Province irremediably into debt to further the prosecution of any of these schemes.

Mr. TAYLOR would ask hon. members if they admitted the practicability of this scheme? If they did, there should be no objection, for there was no other measure now in contemplation of so much importance to the country. It was calculated to produce results much more beneficial than could arise from the construction of the St. John and Shedme Railway, as this would open up direct communication with Quebec, and the Railway would not.

Mr. BOYD said it was a good measure, and as to the practicability of a water communication being opened with Quebec, there was not the smallest doubt. He was in favour of the Bill, and hoped that a grant of not less than £3,000 a year, for a period of six or seven years, would be sustained.

Mr. CONNELL said that whatever might be said about the expenditure of sums already granted for this object, he knew that a great deal of good had been effected. The tow-path (almost impassable before) had been improved, and rocks which had seriously obstructed the passage had been removed, and no one who is acquainted with the river could deny that the navigation for steamboats had been much improved. If the County of Carleton was suffering less at the present moment than other sections of the Province, it might be ascribed, in a great measure, to the working of the iron mine, which occasioned considerable sums of money to be expended there, and employed a good number of men. The Bill before them was calculated to throw open the resources of the country, and facilitate its settlement, and if people were leaving the Province, it would have a tendency to restrain them, and induce some who had left to return again. No doubt the money now asked for would be judiciously laid out, after proper surveys, by removing obstructions from certain places, and erecting dams at certain points in order to deepen the water. A party had recently offered to erect dams and locks, when required, from the Grand Falls to the head of Lake Temiscouatta, and keep a steamer running there all summer. He hoped the Committee would sustain the Bill, for if the Legislature stood still the country would retrograde. They must go on, and do something for the country—they must endeavour to bring in foreign capital; and if their scheme should ultimately fail, the country could be in no worse position than it was at present, and at all events they would have the satisfaction to reflect that they had endeavoured to bring about a better state of things.

Mr. GILBERT was opposed to the Bill. It would be just like throwing so much money in the river. He challenged the Government with the improper expenditure of former sums, and asserted that instead of removing obstructions in the river, a party of men were kept at work, while the water was high, blasting rocks in the adjoining fields! Even were the money expended in blowing up the rocks in the bottom of the river, they would injure navigation—at all events nothing would be gained by it, *as it was just as well to have rocks there as the same space filled with water.* (Roars of Laughter.)

[This debate extended to a considerable length for the whole of which we have not room. It was resumed on the following day.]

THURSDAY, March 15.

This morning the House went in Committee on the St. John Water Company Bill, which after a brief debate, was agreed to.

Mr BROWN, from the select Committee appointed to take into consideration certain petitions from several members of the Sons of Temperance association, brought in a report. The said Report recommended that a Committee be appointed to collect all possible information, during the recess upon the importation and sale of intoxicating liquors, and its effects upon society; it was also accompanied by a Bill to alter the laws relating to Tavern Licences. The Report was received, and the Committee prayed for was appointed; it consists of one member from each County.

Hon. Mr. PARTELOW represented that much distress was likely to be felt in saint John in consequence of the late fire; he therefore moved for leave to enter on the supply book a motion for a sum not exceeding £2,000 for their relief. To this no objection was made.

The House then went in Committee and resumed the subject of the Navigation Bill. Dr. Wilson opened the debate, by urging against the measure the objections which had been made yesterday.

Mr. BARNES said he was yesterday in favour of the Bill but they had just been called upon to spend £2,000 in consequence of a casualty of which they were ignorant until last evening; and it was evident that if that grant was sustained, and this Bill should pass, they would have no money to spend on bye roads. The Finance Committee had just made up an estimate of the probable amount of revenue under the present Revenue Bill, and the conclusion they had come to was that the Revenue would not exceed £95,000. He admitted all that had been said as to the importance of the measure before them, but they could not meet the expense of this and other things, unless they abandoned the principle of not going into debt, under which they had hitherto endeavoured to act. If hon members wished to abandon that principle let them say so. They were here representing the people of a small colony, and legislating against Canada, Nova scotia, and Prince Edward Island, and now they were subjected to a tremendous pressure from without, the whole people assailing them with the cry of 'give us money for this,' and 'give us money for that!' It was impossible to go on in this way. He believed that it must lead to a union of the colonies. If this was the case—if hon members were in favour of this step, he would go with them in running up a Provincial debt; [Laughter]: for he would not consent to a union with Canada upon any other condition, for it would not be fair that we should assume a share of the heavy debt owed by that Province, having no debt of our own. Canada contracted a debt to improve her internal communication, and if hon members entertained the project of a union, we should do the same. If that was to be the principle of action, he would go for pledging the faith of the Province for money to construct the proposed Railways, we should then be in a proper position to be united to Canada; [Laughter].

Mr. WOODWARD was in favour of the Bill. He thought the mode provided for the expenditure was the proper one, as the Government would be held responsible for it. The time was come when they must have money for public improvements; the necessities of the country made it imperative on them to construct railways, and improve the river navigation. And he had no fears for the results,—the money thus expended would be repaid by the prosperity of the country; [Hear, hear].

Mr. STREET then spoke against the Bill the hon Attorney General, Messrs. Taylor, Wark, Ansley, R. D. Wilmot, and hon Mr. Hannington in favour of it, Mr. End against, hon Mr. Baillie for, and Messrs. M'Leod and Carman against; Mr. Jordan then repeated his objection of yesterday, but concluded by saying he would support the Bill. Mr Brown said he would support the Bill "after all." Hon. Mr. Fisher then spoke briefly in reply to the objections that had been urged. Mr. End then moved, as an amendment to the first section, that the Bill be postponed until the next session. This was negatived 22 to 9, and the Bill was sustained. On filling up the blanks, hon Mr. Fisher moved that the first blank be filled with £2000, to this Mr. End moved £1000 as an amendment. The amendment was negatived by a large majority, and the original motion was carried 22 to 11. The blank relating to the duration of the Bill was then filled up with five years.

FRIDAY, March 16.

This morning the House went in Committee on a Bill to amend the City Charter of Fredericton: after a brief but warm debate, this Bill, which had been introduced by Mr. Taylor, was set aside, and certain other amendments adopted. As the debate was uninteresting to the general reader, we did not report. The House then went in Committee and passed a Bill relative to the erection of a bridge across the river St. Croix. The next Bill committed was one to compel shipbuilders to import a certain number of seamen for every new ship they fit for the sea. Upon this progress was reported. The debates were uninteresting.

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 relating 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 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 satisfactorily 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 portions, without Imperial aid.

"It appears by the observations of the Commissioners of Railways, contained in the communication from Captain Harness to H. Merivale, Esq., 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 national honour 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 as 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 Lands 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 neighbouring Colonies will join with us in the effort; if a corresponding feeling exist 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 Saint 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 Saint 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 Saint John and the Gulf of Saint 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 Saint 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 difficulties.

"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 expense, 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 Saint 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 give 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 Saint 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 ensured 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 of its stock, to be raised on Provincial Scrip, 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, and 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 Bill 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 Legislative 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 fail altogether, and consequently be discouraged for years to come, for undertaking any similar enterprise.

'If the House can select any other Line which present 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 Scrip, on the faith and credit of the Province, to be employed towards the building and completing of the Rail Roads from Saint Andrews to Woodstock.'

"The Legislature has already guaranteed six per centum per annum, for twenty five years, on one half the estimatdd 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,
J. R. PARTELOW,
WILLIAM END,
D. HANINGTON,
W. J. RITCHIE,
S. Z. EARLE,
GEO. HAYWARD,
J. MONTGOMERY.

THE CHRONICLE.

SAINT JOHN, MARCH 23, 1849.

DUTY ON COALS.—It will be seen by the Revenue Bill as reported in our last number, that a duty of One Shilling per ton has been fixed on the necessary of life. This we conceive to be a direct tax upon the inhabitants of the city, inasmuch as little or none imported is used elsewhere. To individuals concerned in Steam Navigation, and consuming the article in large quantities, it will be a serious drawback, and we conceive an unjust as well as an uncalled for imposition. Had it been an article of general consumption throughout the Province, it is quite probable the members of the Rural districts would have paused ere they would have sanctioned such an impost. We would beg to remind those members of the Assembly who live in the interior, and who appear most anxious on all occasions to tax the inhabitants of this city, that St. John is to the Province what the Heart is to the Body, and that any thing militating against the interests of the one, must seriously affect the other. It must be borne in mind, that in the present depressed state of the country, Steam Boats like all other properties, have been any thing but productive: how then can it be expected that they will be able to bear up against this fresh attack on their interests.—In conversing with a steam boat proprietor of this city, we are informed that this precious piece of legislative wisdom, will operate on him alone as a *direct tax* to the amount of three or four hundred pounds per annum, and probably make such a reduction in the profits of his business as to cause him to abandon it and the country together in disgust. As we view it, it will also operate as another damper on the project of establishing Rail Roads, and will be used as another argument against that scheme by those who are opposed to the measure. Had the article of Coal come from the United States, instead of being an article of export to that country, on the principle of protection, we might have viewed the measure with something like temper, but as it is, we confess ourselves utterly at a loss to find one feasible excuse for such an outrage on our fallen fortunes; or had the duty been intended to be applied as a bounty on Coal raised in the Province, there might have been something urged in favour of what now is both oppressive, unjust and unnecessary.

MISFORTUNE.—On Tuesday last, Mr. Caldwell, Mail Contractor, lost three fine horses by the ice on the River Kennebeckasis giving way from under them, while being driven from here to Halifax with the Canada Mail on Tuesday last. The Mail was saved.

PORTLAND POLICE OFFICE.—A young man named Edward Collins, a baker by trade, was attested on Portland Bridge, by one of the Portland Police, on Sunday evening last, between 7 and 8 o'clock, for making use of violent language, and also for an attempt to commit an assault on the said Policeman. He was brought up for trial on Monday, before the Stipendiary Magistrate, Jacob Allan, Esq., and after a lengthy investigation, he was fined £20—in default of payment of which, he was committed to the Penitentiary for ten months.—*New Brunswicker.*

In refatence to the above decision of the Police Magistrate of Portland, we have heard several complaints as to its being too heavy and arbitrary. This might appear on the face of the above account; but on inquiry we find Collins' offence to have been of a most aggravated character, with an attempt to take life. The following substance of the evidence has been furnished us, by which it appears—That on Sunday evening, about the time the congregations of different places of Worship were returning to their homes, the Policeman on duty observed two men on the Mill Bridge—one making use of most violent language, threatening to "cut the guts out of somebody before he got home," &c.; he was admonished by the Policeman, and his companion expressed a desire to get him safe home, which was assented to by the former; but immediately he commenced with the same violence and threats, when the policeman deemed it his duty to apprehend him. Some person at the same time observed and cautioned the policeman that Collins had a knife in his hand, and at the same moment he made a desperate attempt to stab the policeman in the abdomen, which fortunately the latter was able to ward off, receiving a cut on the hand. The prisoner was afterwards rescued three times by a mob which had collected in the meantime, but was finally secured and lodged in the lock-up house. Here his violence and threats of doing bodily injury to persons continued for a length of time.

With the Police Magistrate's decision we have of course no controul: if he has exceeded his duty, he alone is answerable; but this much we know, and every peaceably disposed subject will bear witness, that the promptitude with which offenders have been dealt with in Portland, since the Act came into operation, has had a most beneficial and salutary effect on the peace of society in that quarter; and we again, and for the thousandth time regret that this city is not blessed with a similar police law and establishment, with a man at its head equally competent and fearless as is Mr. Allen to carry it into effect.

CORPORATION REVENUES.—The undermentioned sources of Corporation Revenue were leased on Tuesday last by George A. Lockhart, Esq., Auctioneer, for one year, from 1st of April next. We subjoin the amounts for which the several sources of revenue were bid off on the present occasion, (the Breakwater excepted) as well as last year, from which it will be seen that there is a gain in the aggregate this year of £72, independent of the Breakwater, not sold.—*Obs.*

	1848.	1849.
Wharfage and Slippage at Market Wharves & Slips,	£410 0	£439 0
Slippage, Union street Slip,	8 0	10 0
Do. North Slip,	12 0	16 0
Do. Lower Cove Slip,	26 0	25 0
Do. Carleton,	1 0	1 10
Weighing Machine, Union st.	106 0	100 0
Do. North Slip,	71 0	53 0
Do. Sidney Ward,	1 0	2 10
Do. Carleton,	— —	1 0
Wharfage at the Breakwater,	265 0	— —
Anchorage,	430 0	420 0
Wharfage and Slippage at Rodney Wharf, Carleton,	57 0	65 0
Total,	£1122 0	£1194 0

The last English Mail brought instructions from the Home Government to the Commissariat Department to pay over to the Treasurer the sum of £7108 9s. 8d., being the balance, in full, of the Provincial claim, to reimburse the Emigrant expenses of 1847, which, in addition to the sum previously paid, (£7,410,) makes the whole amount £14,518 9s. 8d. The claim made by the Emigrant Bill, passed last session, was £13,511 11s. 11d., so that the Province gets £1006 17s. 9d. more than was at first asked. This, we understand, arose in this way: In making up the account last year, the Emigrant expenses in prospective, up to