SAINT JOHN, NEW-BRUNSWICK, FRIDAY, APRIL 13, 1849.

THE Weekly Chronicle.

Volume 13. "Nec Rege, Nec Populo, sed utroque." Number 33.

THE SAINT JOHN CHRONICLE,
is published every Friday afternoon, by DURANT & Co., at their office in the brick building of L. H. Davidson & Son, west side Prince Wm. street.

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

TERMS OF THE CHRONICLE:—
12s. 6d., in Advance;—$3 if not paid until the termination of the year:

But as the Proprietors intend to discontinue, as far as practicable, the *Credit system*, and stop the practice of making *good subscribers* contribute for those who *never pay*, they offer the following

Inducements for Clubbing,
by which means parties will be able to procure a valuable Family and Business Newspaper at a CHEAPER RATE than any heretofore offered in this Province. They propose to send
For $10 IN ADVANCE, 5 copies of the Chronicle, *to one address*, to any part of this or the Sister Provinces, for One Year;
For $20 in advance, 11 copies for One Year;
For $40 in advance, 24 copies for One Year;
Mind! IN ADVANCE, and to one address.

All letters, orders, communications, &c., must be post paid, and addressed to
DURANT & CO.
Chronicle Office, Saint John, N. B.

Weekly Almanack.

[The time of high water here given is for A. M.]

March.		R. Sun.	S. Sun.	S. Moon	H.	W.
14	Saturday,	5 21	6 39	0 m	14 3	8
15	Sunday	5 19	6 41	1 3	3	58
16	Monday,	5 17	6 42	1 45	5	5
17	Tuesday,	5 15	6 43	2 22	6	25
18	Wednesday,	5 14	6 44	2 57	7	45
19	Thursday,	5 13	6 45	3 30	8	51
20	Friday,	5 11	6 47	4 2	9	43

Last Quarter, 15th, 2h, 41m. morning.

Mutual Insurance Company.
THIS Company is prepared to receive applications for Insurance against FIRE upon Buildings and other Property, at the Office of the subscriber.
I. WOODWARD.
St. John, Nov. 11, 1846. *Secretary.*

Royal Mail STAGE.
PASSAGE to ST. ANDREWS

THE subscriber, being under contract to convey one of Her Majesty's Mails between St. John and St. Andrews informs his friends and the public that he leaves the former place every Monday, Wednesday, and Friday mornings, and leaves saint Andrews on each succeeding day.

Stage books kept at the Saint John Hotel in this City, and at Pheasants' Hall Road Hotel, Saint Andrews.

Passengers travelling on this route will receive every attention from the Proprietor; and to ensure comfort, will be driven in COVERED COACHES, with five changes of horses on the road.
Aug. 18. W. H. WILLIAMS.

ROYAL MAIL STAGE
BETWEEN
St. John and St. Andrews.

THE subscriber having become contractor for conveying Her Majesty's Mails between St. John and St Andrews, hereby gives notice that he leaves St. John, with commodious Carriages and good Horses every Tuesday, Thursday, and Saturday morning at 6 o'clock, and St. Andrews every Monday, Wednesday, and Friday morning, going thro the same day.

Passengers travelling on the route, will receive every attention from the Proprietor of the line, with whom they are requested to leave their names or at the Commercial Hotel, St. John and Segee's Hotel, St. Andrews, where Stage Books will be kept.
October 15. GEO. CHRISTY.

ANCHORS, CHAINS, &c.
Now landing ex ship *Unicorn*, from Liverpool:—
3 BEST Proved Short Link CHAINS, 7-16, 5 8, and 3 4 inch;
7 best proved Stud Chain CABLES, 90 fathoms each, and 3, 15-16, 11-16, 13, 11, 1, 15, and 13, in.
1 best Wood stock ANCHOR, 34cwt. 3qrs. 1 lb.
6 best Blacksmith's ANVILS.
Ex ship Thomas from Liverpool—
20 Tons Bolt IRON, well assorted; for sale cheap for approved payment WM. CARVILL.
July 27.

Torryburn House,
RE-OPENED.
SEVEN MILES FROM THE CITY.

THE subscriber having leased the above establishment, begs to inform his friends and the public generally, that he has fitted and furnished it in a superior manner, and rendered it in every way comfortable and convenient for those who may favour him with a call.

Private families can be accommodated—and all who visit his house may rest assured that every attention will be paid to them.
Dec. 15. PETER DRAKE.

HAMMOND RIVER HOUSE.

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

Shirting Cottons.
220 PIECES Superior COTTONS, at Quay, for sale cheap.
23rd sept. VAUGHANS & LOCKHART

Printing Paper.
RECEIVED at the Liverpool House, 48 Beverly St. from Boston.
10 Reams Royal Printing Paper, 23x33;
10 do. do. do. do. 25x36;
10 do. Fine Blue Ruled Letter Paper. For sale cheap by VAUGHANS & LOCKHART.

CUMBERLAND BUTTER.—12 Firkins prime Cumberland Butter received and for sale by
Nov. 10. T. HANFORD.

National Loan Fund
LIFE ASSURANCE SOCIETY
of London.
EMPOWERED BY ACT OF PARLIAMENT.

Capital, £500,000 sterling.
Exclusive of a Reserved Fund (Surplus Premiums) of £37,000 sterling.

BOARD OF LOCAL DIRECTORS AT ST. JOHN, N. B.
(Office Nelson street.)
ROBERT F. HAZEN, *Chairman.*
Edward Allison, Esq. William Wright, Esq.
John H. Gray, Esq. F. A. Wiggins, Esq.

Advantages offered by this Society.
PERFECT SECURITY, arising from a large Capital, totally independent of the Premium Fund.
LOANS.—Two-thirds of the Annual Premiums paid, or half the Premiums for the first five years, which half may remain on interest, to be deducted from the amount of the Policy at the death of the insured.
LOW RATES OF PREMIUM.—The rates of Premium are as low as any society of equal standing.
DIVISIONS OF PROFITS.—The Bonus in this Society are declared annually, and each year the Assured has the option of receiving the profits in Cash, in reduction of Premium, or in addition to the sum insured.—The Bonus are permanent.
Premiums may be paid Annually, Half-Yearly, or Quarterly.
Insurance may be effected for one year, for five years, or for life, with or without participation in the profits of the society.
A liberal allowance for the surrender of policies.
Every information as to the Society's Rates of Premium, mode of Insurance, and blank forms of application, may be had at the Office of the subscribers, or of the sub-Agents, who have Pamphlets for gratuitous distribution, and all documents required for effecting Insurance.

SUB-AGENTS FOR NEW-BRUNSWICK.
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FREDERICK R. STARR,
Managers, St. John, N. B.
February, 1848.

Minerva Life Assurance Office.
King William-street, London.

NO extra charge for residence in British North America, or sea risk to or from Great Britain.
All Assurances effected,—proposals for which are made to this Agency prior to the 1st January, 1849,—will acquire an additional year's standing at the Third Division of Profits, which will take place in June, 1852.
Tables of Rates of Premium and every other information can be obtained by application at the Office of RANNEY, STURDEE & CO.
Dec. 22. Agents for New-Brunswick.

Chains, Anchors, and Iron.
Now landing ex ship *Queen*, from Liverpool:
TWO 60 fathoms each ¾ inch Proved Studd CHAIN CABLES;
2 60 fms each ¾ inch do. do. ditto;
2 60 do. ¾ inch do. do. ditto;
1 75 do. 1 inch do. Close Link, do;
1 60 do. ¾ inch do. ditto, do;
1 60 do. ¾ inch do. ditto, do;
2 60 do. ¾ inch do. ditto, do;
2 60 do. ¾ inch do. ditto, do;
2 75 do. 7-16 inch do. ditto, do;
2 75 do. ½ inch do. ditto, do;
2 75 do. 5 16 inch do. ditto, do;
5 Wood-stock ANCHORS, fm 6 to 10 cwt. each;
10 Iron-stock ditto from 1¼ to 5 cwt;
837 bars and 25 bundles best Refined IRON, well assorted.—For sale by
THOS. F. RAYMOND.
22d sept. *Nelson street.*

Farm for Sale.
A FARM fronting on the Fredericton Road, about 28 miles from the City St. John, containing 100 Acres, with a good frame BARN, and LOG HOUSE thereon; and about 10 of cleared Land. Possession can given immediately if required.—Terms of payment made easy on application to the Subscriber, or, at the Store of Mr. C. C. MACDONALD, No. 5, North side, Kingstreet.
May 19. SAMUEL BABBIT.

Tea, Coffee, &c.
Per Schr. Beverley from Boston.
22 CHESTS Fine Congo TEA,
10 bags COFFEE,
10 brls. Bright VARNISH,
5 brls. Spirits of TURPENTINE,
7 chests super Souchong TEA.
For sale by JOHN KINNEAR.
March 2. Prince Wm. street.

IRON & SPIKES.
Now landing ex ship *Ion* from Liverpoopool:
30 TONS common Bolt IRON, assorted
60 bags Deck Spikes, 4 to 10 inch.
Daily expected per *Unicorn* and *Thomas*—50 Tons Common and Refined Iron, assorted; 100 Bags Deck Spikes, 4 to 10 inch.
July 11. THOS. F. RAYMOND, Nelson st.

Iron and Tin.
Daily expected to arrive per ship William Carson from Liverpool—
50 TONS Bolt and Bar Iron, common and refined,—well assorted,
6 tons Boiler Plates;
6 tons Hoop Iron and Plough Plating, assorted sizes; 100 boxes Tin Plates, assorted.
Also expected by first Vessel from Clyde—
200 tons Scotch Monkland Iron.
For sale by WM. CARVILL.
March 2. Nelson-street

Castor Oil, and Axes.
Just received, and for sale—
26 DOZEN pint and half pint bottles of Castor Oil;
12 dozen NARROW AXES.
JOHN KINNEAR,
Dec. 8. *Prince Wm. street.*

Miscellany.

MARRIAGE WITH ONE'S WIFE'S SISTER.

The parliamentary committee, which has been sitting asking questions upon this subject for so many years, resumed its inquiries the other day, and as the matter seems to be entirely one of opinion, there is no reason why the committee should ever cease its labours. We publish a portion of the latest evidence.

DIES JOVIS—February 22.

Question 19,486.—Mrs. Jemima Binks examined—Is a married woman. Has been married two years. Likes it pretty well. Expected rather more liberty, but will not complain. Has sisters—three of them. They often visit her. There is usually one staying in the house. They are all pretty—prettier than herself, far. Yes; Mr. Binks likes them, and is very kind to them. Jokes and laughs with them. Of course he does. Has seen him kiss them, sometimes in the morning when they come down, and sometimes when they say good night. What of that? Is ill, sometimes, certainly, and one or other of the gils comes to nurse her, and see that Binks gets his coffee and slippers. Is likely to be ill again one of these days—such things will happen. Does not believe that either of her sisters hopes she will die in her illness, or thinks of supplanting her, or taking her place. Thinks that whoever suggested such an idea as likely to occur to a good girl ought to be hanged. Suppose such a person never had sisters of his own. Has perfect confidence in her husband and her sisters, and don't know what way the law is, and don't want to. Thinks it is a pity some people have nothing better to do than to be putting such ideas into other people's heads.

Question 19,487.—Mr. Oliver Grumbleby examined.—Wife has sisters, O yes, lots, confound them! House never clear of them—wishes it was. The honourable member who asked why he don't clear it, don't know Mrs. G. Does not care which way the law is, being quite determined that if he should ever be released from his present happiness, he will never speak to a member of that family again. One of them is a dose. Wishes he had known in 1842 what he knows now.

Question 19,488.—Miss Emmeline Maltravers examined.—Her elder sister is married to Mr. Yoddles. Yes, he is a very good sort of a man for a husband Suit her, O no. She wants something much more stylish—something more like the hon. member who addresses her. (Lord John Manners.) Lord! flirt with Yoddles—flirt with the parish church! They are very good friends; but, law! not if there was'nt another man in the world. O, if her sister had been dead a very long time, and Yoddles came into his money, that might be different. Her temper would suit him better than her sister's, and she always esteemed him very highly. But what was the good of talking such nonsense? Certainly had thought her sister was wearing away, but hoped for the best. By the best did not mean that she hoped to be the second Mrs. Yoddles, but nobody knew what might happen in this world. Thought the law ought to leave such matters free.

Question 19,489.—Mrs. Spillikins examined.—Is married. Does she look as if she wasn't? The committee, if it is married, might know that by her afflicted look. She is worn out, quite. Has a sister. Yes, single, and Spillikins knows her.—No, she don't often come to their house—indeed; takes care she shan't. Knows she has an eye to Spillikins, but witness has stopped all that by pretending to be dying the other day, and making him take an oath never to speak to Polly—that's the sister—again, after her decease. Thinks he would keep it; hopes to be able to haunt him, if he don't. Once slapped Polly's face for touching Spillikins' hair, and would do it again. Hopes they will not alter the law, for she should never be able to rest in her grave if she thought that deceitful thing, Polly, would ever come and rummage her drawers. Has no confidence in Polly, or Spillikins, or anybody else.

(Committee adjourned—Speaker at prayers.)

WHAT OUGHT YOUNG FARMERS TO DO?
(In a letter addressed to the editor of the *Family Economist.*)

SIR,—I hope the *Economist* will find its way to the firesides of many farms and cottages in the country, where instruction is so much needed.—I would wish to raise a voice of warning to farmers, both old and young. There is no doubt that agriculture in many parts is in a very backward state; the most productive modes of manuring and cropping land are scarce heard of. Farmers are complaining that they know not what to do with their sons. They are seeking places for them in towns. Such places! where their health and happiness are at once wrecked—where they have to compete with thousands. And all this, while that noblest of sciences, *Agriculture*, is not half learned. I say most deliberately, that "*he who would promote the happiness and success of his son should bring him up to skilled agriculture.*" Depend on it, in a year or two, farmers will have a race with free trade in corn and cattle, when nothing but good profitable farming can save them. There is yet time to raise up a body of young farmers, worthy the name, men who could do something for their country. For boys there ought to be good agricultural training schools in every country, with practical instruction. Young men should go at once to the best farms, (a hundred miles is nothing now), and study the plans of such men as Cuthbert, Johnson, Smith, Mechi, and the Lothian farmers, and many others, where they would learn to double the produce of their father's farms profitably.

The author of a work recently published on Italy, thus alludes to the habit which travellers, and especially English travellers, have sometimes of scrawling their names even on works of art. "It is excessively annoying to find at every turn of corner, in every house and temple, in every chamber and bath, in the Opera as well as in the most retired and secret places, the names of Smith and Brown, White and Green, Johnson and Thompson, staring you in the face. I have heard of a gentleman who was driven crazy by the prevalence of this abominable practice in all our show places in England, and who endeavoured to correct it by writing little additions to the inscriptions which he found in his way. Thus under, 'John Brown was here on the 10th August,' he would scrawl 'having just returned from transportation;' under, Robert Jones, he would write 'his father was hanged at Newgate,' and so on through a variety of fanciful illustrations. I am not sure that this cure, if generally adopted, might not correct the crying evil; but I should not like to see it introduced among the staircases and marble of the ancient city (Pompeii), as it would accelerate the defacement and destruction, which go on at too rapid a pace."

A SLAVONIC TRAGEDY.—Four Montenegrins, and their sister, aged 21, going on a pilgrimage to the shrine of St. Basilio, were waylaid by seven Turks on a rocky defile, so narrow that they could only thread it one by one; and hardly had they entered between the precipices that bordered it on either side, when an unexpected discharge of fire-arms killed one brother, and desperately wounded another. To retrace their steps was impossible, without meeting certain and shameful death, since to turn their backs would give their enemy the opportunity of destroying them at pleasure. The two who were unhurt, therefore advanced, and returned the fire, killing two Turks, while the wounded one, supporting himself against the rock, fired also, and mortally injured two others, but was killed himself in the act. His sister, taking his gun, loaded and fired simultaneously with her two brothers, but at the same instant one of them dropped down dead. The two surviving Turks then rushed furiously at the only remaing Montenegrin, who, however, laid open the skull of one of them with his yatagan before receiving his own death-blow. The haples sister, who had all the time kept up a constant fire, stood for an instant irresolute; when suddenly assuming an air of terror and supplication, she entreated for mercy; but the Turk, enraged at the death of his companions, was brutal enough to take advantage of the unhappy girl's seeming agony, and only promised her life at the price of her honour. Hesitating at first, she pretended to listen to the villain's proposals, but no sooner did she see him thrown off his guard, than she buried in his body the knife she carried at her girdle. Although mortally wounded, the Turk endeavoured to make the most of his failing strength, and plucking the dagger from his side, staggered towards the courageous girl, who, driven to despair, threw herself on her relentless foe, and with superhuman energy hurled him down the neighbouring precipice, at the very moment when some shepherds, attracted by the continued firing, arrived just too late for the rescue.—*Sir J. G. Wilkinson's Dalmatia and Montenegro.*

IRON-BUILT EDIFICES NOT FIRE-PROOF.—At a meeting of the Institution of Civil Engineers, on Tuesday, the paper read was "On Fire-proof Buildings," by Mr. J. Braidwood, Associate of the Institute, who analysed the evidence as to the capability exhibited by cast and wrought iron beams, for sustaining weights, where they were exposed to any extreme changes of temperature. He demonstrated, by a collection of specimens of metal from buildings that had been destroyed by fire, that occasionally the temperature in the conflagration of large buildings rose almost to the melting point of cast-iron, and that, even in a small fire, beams and columns of cast-iron would be so affected by the heat and the jets of water upon them, that they would probably be destroyed, and sometimes cause a fearful loss of life; in many of the so-called fire-proof warehouses of this City, a number of persons employed on the premises slept in the upper floors, and, if the lower beams gave way, the whole would be dragged down suddenly; whereas timber beams resisted fire some time, and allowed time for the inmates to escape. The firemen, also, were liable to more danger from the same circumstance; as the only chance of extinguishing fires was to send them into the buildings with the branches and water-hose; but where there was such evident danger, the men were forbidden to enter, and limited their efforts to restraining the spreading of the fire.—For these and other reasons, the author submitted that large buildings, containing considerable quantities of combustible goods, and constructed on the usual system, were not practically fire-proof; and that the only construction which would render such buildings safe would be groined brick arches, supported by pillars of the same material laid in cement. The author was also of opinion that the loss by fire would be much reduced if warehouses were built of a more moderate size, and completely separated from each other by strong party walls, instead of being constructed in immense ranges into which when fire had once penetrated it set at defiance all efforts to extinguish it.—*London paper.*

Provincial Legislature.

[*Reported by Mr. Thomas Hill.*]

RAILWAYS.

WEDNESDAY, March 21.

Mr. CONNELL reviewed the Report of the Select Committee at some length. He then proceeded to the following effect;—He was willing to pledge the faith of the Province to almost any amount, provided that something could be done which would relieve the country, and prove generally beneficial. The proposed line to Shediac might or might not pay; but all the advantages of the Gulf Trade would be as well secured by a Railway from Shediac to the Bend of Petitcodiac, and from thence down that river and the Bay of Funday by Steamers. He was, however, willing to go still further, and appropriate a sum of money towards building a line from St. John to Hampton. That, he thought, was quite as much as the Province was able to do at present, and bye and by, if these two short lines were found to pay, the line through the intermediate space might be constructed. If the large sum of £250,000 was given towards this undertaking at once, it would do much harm, for it would be all expended by the Company, and would have the effect of drawing off all the labourers from other sections of the country, to the great injury of the farmers, and neglect of Agriculture. If this Railway went on, in a short time there would be scarcely a young man left in any other part of the Province. He was willing to pledge the public faith to bring in capital, but only on condition that such capital should be so laid out as to benefit the Province at large, and that the benefits accruing therefrom might be felt in every part of it. He considered the Line from St. Andrews to Woodstock the best line in the Province. In addition to the estimated traffic read yesterday by the hon member from Charlotte, large quantities of Agricultural produce would be sent down from the County of Carleton. He hoped the potato crops would not fail again and if that should be the case a large traffic in that article would be carried on; they would be sent to St. Andrews for exportation to the United States. He had been in Boston in 1845, and was astonished at the quantity of potatoes imported there from Nova Scotia. One important consideration in favour of the St. Andrews line was, that it was pointing on towards Canada—a great country lay ahead of it, which was an object to which they could look forward with a hope of ultimately participating in her trade. It was not like the other line, stopped by the sea. There was another thing worth considering: the people of Bangor were wide awake, and if this line did not go on from St. Andrews, there would soon be a line to the Upper St. John to Bangor. They had already surveyed their line to Mattawamkeag Point, sixty miles above Bangor, where the route was almost a dead level. The land for many miles on the American side of the frontier, was of of an excellent quality, being equal to the land in the County of Carleton; there were also extensive Pine Forests there and a tremendous quantity of lumber would be manufactured if there was a Railway to take it to market. If the St. Andrews Railway was made it would secure this trade, and would also carry up the supplies for those engaged in it. It was also his opinion that the Road would be eventually continued on to Quebec. A Railway would draw a good class of emigrants to this country, whose capital is generally too small to purchase old farms, but they would gladly settle on Crown Lands, with a Railway running through them. (The hon. member then read statistics to show the small quantity of ungranted Crown lands there were, fit for settlement, in the Counties of Kings, Albert, and Westmorland.) In the Counties of York and Carleton there were upwards of 2,300,000 acres of Crown Lands fit for cultivation. If a Railway was carried up the valley of St. John, it would attract to those lands a tide of emigration, and cause the country to be settled up. At present if emigrants landed at St. John with small capital, and intending to settle, they looked about them, and saw scarcely anything but wild barren rocks, and they would say, "Oh, this is no place for us to settle," and would go on to the United States. But if there was a Railway running to the interior, they would jump in the Cars and go there; they would then discover plenty of excellent land, easy of access, and settle down there. The St. Andrews Railway would do good to St. John, and not an injury, for it it should go on, St. John would soon have a branch running up the valley, and from its favourable position it would still remain the principal port in the Province. It was projected to continue the Shediac line to Calais, and thus form a Trunk Railway on to the United States. He (Mr. C.) thought it much wiser to direct their energies to a line running to Canada, which would connect the interests of the Colonies; and he wished for even a closer connection than this: he hoped that he should live to see the day when the British American Colonies would be united under one Government; (hear hear), it would then be a great country; but that could never be the case until they were connected by a Railway. They should be unanimous in what they do. The secret of the success of the American people lay in their unanimity; they all pulled together. He found by reference to certain returns that in Massachusetts alone 649 miles of Railway had been constructed from 1841 to 1846, and that the yearly receipts amounted to about five and a half millions, paying on the average about five and a half per cent on the capital invested. The competition was so great, that the fare was cut down very low. A barrel of flour was carried from Albany to Boston, 200 miles, for 25 cents. From St. Andrews to River Du Loup, on the St. Lawrence, the distance was 280 miles, and there was no doubt but if that part of the line was constructed, the quantity of Canadian produce that would come down would be enormous. The Canadians would then construct a line from thence to Quebec, where the settlement was so close and continuous that Major Robinson had justly described in his Report, saying that the Engine would reach one house ere the train had left the other. If the line was opened through from the Bay of Funday, it would soon be settled throughout the whole extent. He hoped provision would be made this session for a survey of the whole line. He would then go for making the two ends of the Shediac line, as he had already proposed, provided the money would be properly expended. He considered Railways of so much importance to the country, that in order to have them he was willing to give up the grants for Roads and Schools.

Hon. Mr. PARTELOW said he was not going to make a speech upon the subject, as he considered it already exhausted by the the length of the debate, he considered also, that all the objections to the measure which had been urged yesterday by the hon and learned member of the Government (hon. Mr. Fisher) had been most fully and completely answered by his hon. and learned colleague (Mr. Ritchie). He was perfectly astonished yesterday to hear the first of this hon. gentlemen's objection to Railways in this Province altogether, and he believed that he was responded to only by one hon. member—the hon. member for Queens'. (Laughter). The propositions laid down at the opening of the debate, by the hon. Attorney General, were all fair and honorable, and he had heard nothing as yet which in his opinion tended to weaken the arguments in their favour. With respect to the St. Andrews Line, he had been opposed last session to augment the guarantee of interest upon £100,000 of the capital from five to six per cent. and it would not have been carried but for his hon. colleague, (Mr. Ritchie). And he would now tell the hon. members for Charlotte county how it was that they did not succeed better with their Railway. They had made their calculations too low—they had gone into the English market and set forth that they could build ninety-six miles of Railway for £160,000, with the interest of six per cent guaranteed on £100,000 of the amount, and that guarantee set apart for the £100,000 of stock carried into the English market, the English stockholders would receive in 25 years more than both capital and interest would amount to, invested in England, and could afford at the expiration of that period to lose his capital altogether! An hon. member for Charlotte had asserted that money had been paid in by the English shareholders, but he (hon. Mr. Partelow) had been informed that it had all been given back to them again. The same hon member had also stated that £4,000 had been expended in grading, but what benefit had the Province derived from it? Why, the Company had imported a lot of Irish paupers, who had already cost the Province 400l. and would in all probability cost several hundreds of pounds more. And why had the Line been commenced between St. Andrews and Chamcook? He was informed that it would cost nearly as much to grade the road from Saint Andrews to Waweig,—as all the rest of the line would cost.—Why was it not commenced at Oak Bay, where the harbour was as good, or nearly, as it was at St. Andrews? But perhaps if it was built from St Andrews to Waweig, certain St. Andrews gentlemen would be satisfied. He was confident that the Road could not be built the whole distance from St. Andrews to Woodstock for less than £450,000, and that if the House should give the Company the £50,000 of scrip now asked for, it would prove insufficient, and they would be called upon, at some future date to advance £200,000, or £300,000 more, and must then either do so or lose what they had already given. The hon. member for Charlotte (Mr. Boyd) had stated that about £40,000 of the stock had been subscribed for in England; he had made the same statement on the Select Committee, but had declined furnishing that Committee with any documentary evidence, or a list of names. The fact was, that St. Andrews was so situated that it was in vain to attempt to build it up. This Railway, or any other scheme for that purpose would fail. But the Shediac Line would pay—he felt quite confident that it would pay, and would have no hesitation in taking stock in it to the amount of his means.

Dr EARLE rose and commenced by imputing much of the present distress in the country to the baneful influence of free trade. He justified the language of the Report of the Select Committee. There was no desire to revolt, and there was nothing in the report which intimated any such intention. Whatever we might suffer from the Mother Country, he for one would never raise his hand to resist her; but if that country desired to cast us off, he would be the very first to go, for he would despise hanging on to a country that wanted to get rid of us. It could not be denied that the policy of the British Government towards this country had been such that loyalty was oozing away; no one could take up a newspaper in his hand but he must perceive this; and he held it to one of our privileges, as Englishmen, to be plain and explicit in our language to the Mother Country, and to point out the consequences which must arise, if the present course of policy is pursued and nothing done for us. They would be traitors to the British Government, and to their constituents if they failed to do this. A Railway was required to unite these Colonies together, but we wanted something more than that—we wanted a closer connexion, and then we should possess some influence—then our voices would be heard in the Councils of Great Britain. He perfectly agreed with what had fallen from the hon. member from Kent (Mr. Wark) as to the importance of the proposed Railways, but he differed from him in point of time; he would not postpone the subject until next session. The people were politically sick—they were suffering, and immediate action on the part of the House, was necessary. (The hon. member then signed at some length in favour of the Shediac Line paying). The hon. and learned member on his right (hon. Mr. Fisher) had said the Shediac Line was a gambling speculation. How could the hon. member reconcile his conduct with the paragraph upon Railways in the Governor's Speech? He, as one of the members of the Government—one of His Excellency's advisers—had put words in his mouth in favour of this Railway, and now he came down to the House and not only opposed it, but called it a vagary, and a gambling concern! (Laughter). Surely the hon. member would not deny, that he was responsible for the language contained in the Governor's Speech? He had tacitly approved of it by remaining in the Government, and now he comes down to the House and repudiates it! (Hear hear.) He (Dr. Earle) would tell the hon members of the Government that they were harbouring a traitor in the camp, and he for one could not place confidence in the Government until they had got rid of him. (Hear hear, and a laugh.) And he would tell the hon member that he had better resign in justice to the country and himself, and he (Dr. E.) hoped it would prove as advantageous to himself as it would to the country. (Much Laughter.) (The hon. member concluded by going through statistics to show the amount of aid required by the Shediac Railway, and the probable results.)

Mr. SMITH was anxious to have a Railway, but would hesitate before he would incur a Provincial debt for that purpose to the amount recommended. He considered a line from St. John to Canada the most important for the Province, and would be willing to assist it. He would also go for a line from Shediac to the Bend of Petitcodiac,