the great staples, which are exchanged for British manufactures and other commodities.

Provincial Legislature.

[*From the City Reporter.*]

HOUSE OF ASSEMBLY—March 14.

DEBATE ON THE MUNICIPAL CORPORATION BILL RESUMED.

Mr. Ritchie said that in rising to offer a few remarks upon this bill he could not avoid noticing what had fallen last evening from the hon. and learned member from Carleton. Imputing improper motives to hon. members who might differ with one's own views, was calculated to engender bad feelings towards each other. This Government was virtually the same as that which existed last year; it could not be considered a new Government merely because one man—the Attorney General—had joined it; that hon. gentleman was opposed to the Government last year, but who imputed improper motives to him? It was not fair to impute improper motives to him then, neither was it fair to impute improper motives to those who opposed the Government last year, and were still opposed to it. Having said this much, he would proceed to the consideration of the Bill. He was in favor of Municipal Corporations. He believed the time had arrived when the people should be entrusted with the management of their own local affairs, and not trouble the Legislature with them. He could answer for his own County that the people were prepared for the change. There were intelligent men in all the out-parishes quite capable of managing the parochial affairs. He thought the same must be the case in other counties, if the people only knew it; but they had been taught to consider self-government a much more difficult thing than it really was. If there was any parish in the Province where the people are incompetent to manage their own affairs, they were not fit to vote for the representatives to this House, and should be disfranchised. He believed with the hon. member for York (Mr. Taylor) that Municipal Corporations was part and parcel of Responsible Government, and that the system could not be properly carried out without them. Now that being the case, they should be introduced simultaneously over the whole Province; if introduced on the voluntary system, as laid down in the Bill, one county would accept it and another reject, and thus the House would be legislating for part of the Province, occupying the same time, and at the same expense, as if legislating for the whole. In addition to this, while a different policy prevailed in the different counties, which would lead to bickerings and dissatisfaction, it would be impossible for the House to yield up to the Executive the Initiation of Money votes, without which the principles of Responsible Government could never be carried out. For these reasons he (Mr. Ritchie) was in favor of a Bill that would make the adoption of Municipal Corporations imperative. He was aware that many hon. members differed with him on this point, and therefore he did not blame the Government for not making the Bill imperative. He differed with the hon. member for Carleton who had spoken at the close of the debate yesterday, (Mr. English); he had been generally pleased with that hon. member's shrewd remarks, but he was wrong when he justified the Government in bringing down a bill with the details crudely filled in, professing their willingness for the House to correct or alter them. The Government should, in submitting such an important measure as this, have given the matter the most serious deliberation, prepared every part carefully as interwoven and connected with the whole, and brought it down to the House, saying "There is our bill, and we will stand or fall by it." He did not mean to say that the House should not have power to alter the details of a Government Bill to a certain extent, but they should not alter the principles, or if they did it should be deemed a Government defeat; and in this Bill, many of its main principles were embodied in the different sections. He admitted that it was *possible* for the Government to have been in earnest in reference to this measure—that they *may* have the bill at heart, but from the circumstances of the case he should draw a contrary conclusion. If he must judge from the past,—if he must judge from what had transpired that very morning, when the hon. leader of the Government (Mr. Street,) and an hon. member of the Government (Mr. Rankin) were found in a minority of six voting against the principle of the people electing their own officers, *and against that reform which he considered most essential to good Government in this country*, vote by ballot: *to judge from this he was bound to believe that at least two members of the Government were adverse to the principle of the people managing their own affairs.* He (Mr. Ritchie) would not go for the postponement of the bill, but when they came to the details he should be prepared to move several important alterations; and if they were not carried he would then oppose the passing of the bill, for the bill in its present shape was not what the country wanted, and would, if passed, prevent the adoption of the very institutions it was said to establish. If those who brought in the bill had been in earnest, they would have brought in one that would suit the people, whereas it was easy to perceive that this bill would never work. The first section provided that a county could be incorporated whenever two-thirds of the people, assembled at a public meeting, might desire it. To this he had already expressed his dissent. He would then pass on to the 10th section, which was of so much importance that he thought it should involve the fate of the Government, since it could not be altered without changing the whole principles of the bill. That section was in reference to the qualification of electors. It provided that a man could not vote for a Councillor unless he was a British subject, had resided in the parish at least a year, owned real estate in the parish worth forty-shillings a-year, or leased land to the value of five pounds a year, and had paid his taxes. Now here was a principle involved, just as much as though the Government had said every tax-payer shall vote; they must have deliberated upon this, before they came to such a conclusion. It was one of those deliberate acts, involving a great principle, for which the Government should be held responsible. And what was their proposition? Why, it was to take a step backward. None but freeholders of 40s. annually, or lessees of five pounds annually, could vote! I proposed to *disfranchise* the rate-payers holding no such property, who, under the Consolidation Act of last year are empowered to elect their own parish officers. This was no accidental circumstance: this was nothing done hastily and submitted to the revision of the House; but it was a deep scheme which the Government could not but have considered in all its bearings. He (Mr. R.) was determined to divide the House upon it, and also upon the principle of adopting the practice of vote by ballot. He also objected to the 18th section. That section authorised the Council to appoint a Secretary Treasurer, a County Surveyor, Commissioners of Highways, Fence-Viewers, Pound-Keepers, and other public officers. He (Mr. R.) did not like these long, high-sounding names; they generally led to *long pay*. What did they mean by "Secretary Treasurer?" It was the first time he had ever heard of such an officer. But besides the power to appoint so many officers, the County Council were to be endowed with many other extraordinary powers. They were to be invested with the power of making, improving and maintaining roads and streets, or of stopping up any but a Great Road: to *erect*, preserve, or repair, any bridges or *public* buildings; to purchase and manage any real estate; to superintend and manage all the property of the county: to support the poor in each parish; to establish and regulate markets and fairs; to licence and regulate Tavern Keepers and Retailers; to regulate Ferries, Public Wharves, and Landings; to provide for the support of Schools and Hospitals, and the erection of School Houses; to levy Taxes and impose Tolls on public works; to determine what officers shall be paid, and also to fix their salaries. Let hon. members recollect that all these powers were to be given a Council over whom the rate-payers—excepting the owners and lessees of land—would have no control, as they were to have no voice in their election. With their Secretary Treasurer, and their County Surveyor, their Sagamouche, whose duties no one knew, the people would be afraid to trust themselves in their hands; and no wonder; they would be a complete Board of Works; a House of Assembly in every County, armed with supreme powers. The people would say "What is all this to end in? The latter state of this Province will be worse than the first." He would ask would the House place such great powers as these in the hands of a Corporate body over whom the rate-payers would have no control? The system, in his opinion, should be carried out in the parishes as well as counties. Supposing a County contained two rich *parishes* and four poor ones; under the provisions of this Bill the four poor parishes might, and probably would, decide in favor of some great public works, and the people in the two wealthy parishes would be obliged to pay most of the cost. He was opposed to the appointment of those great officers, and endowing the Municipal Board with such unlimited powers, while none but the occupiers of land could vote for them. Why call one officer Warden, and another Secretary Treasurer? People were apt to entertain vague notions of the importance of officers with high-sounding titles. Why not call the presiding officer "Chairman?" Why not constitute the Clerk of the Peace Chairman of the Municipality? That was an office (Clerk of the Peace) which the Bill would not abolish, and of course he must still be paid, although the Bill would relieve him from his present duties! Something had been said about personalities, and reference to the local affairs of the counties, and he did think yesterday that his learned friend from Northumberland (Mr. Johnson) was going a little too far when he remarked upon the conduct of the Miramichi magistrates. He had come to a different conclusion to-day, however, for he had fallen in with a petition sent to this House a few years ago by Mr. Williston, now a member for Northumberland, inveighing in bitter terms against these magistrates of whom he was yesterday the apologist, and praying for their dismissal! (Laughter). He had found the petition on the files of the House, and by permission of the House he would now read it. (The hon. member then read the petition, amid roars of laughter from all parts of the House). The Committee would of course appreciate the hon. gentleman's *consistency*, and ascribe to a proper source his *motives*, when he rose in his place yesterday, and repelled in the most indignant manner any reflections upon the ability and integrity of the Northumberland magistrates—the immaculate men whom he had set down in his petition as everything bad, and unfit to hold Her Majesty's commission! (Much laughter.) To return to the Bill, it was exceedingly long and tedious, burdened with machinery, and yet it left the Municipal Bodies power to enact their own bye laws, so that there was no chance for uniformity. As a contrast to this, showing the different construction of men's minds, he would read a bill introduced into the New Brunswick Legislature by the Hon. Mr. Howe. (Here he was holding it up) the whole bill printed on one side of a small sheet of paper. (The hon. member read the bill—passing some commendatory remarks as he proceeded—which was concisely drawn, and was simply to incorporate the county of Halifax). He should say no more at present: he should not oppose going into details, but would do his best to amend them. The bill could never pass in its present state; it was like the Indian's gun, it wanted a new *stock, lock, and barrel*; (Laughter.)

Mr. Hayward said it was remarkable that the principal opposition to the bill came from the legal gentlemen from St. John. If they were really opposed to the details it might be fair ground to oppose the Bill in detail, but to oppose the bill *in toto* while they professed themselves in favor of Municipal Corporations was, in his opinion, a factious opposition. They found fault with the hon. Attorney General for not having made up his mind unalterably upon every section of the bill, and brought it down saying "You may either accept or reject, but you shall not alter it." Now had he done that, those hon. members would have been among the first to object to such a course, and they would have been right. But he had not pursued that course, and they found fault with him because he expressed himself willing to alter the details. He (Mr. Hayward) held that the hon. Attorney General was quite right in submitting the details to the majority of the House. No one man could frame a bill so perfect that an amendment for the better could not be made in that House; (Hear hear). He was in favor of the bill; he knew that his county wanted it; and he would like to see its provisions extended to the parishes if it could be done without too much machinery. He would not say that *some amendments would not be necessary when they came to the details*, and if any were offered by hon. members of the opposition which he thought would improve the bill, he would support them.

Mr. Gray was not certain that this was the proper time for him to take part in the discussion, as he was in favour of the bill, although opposed to some of its details; but as hon. members generally were expressing their opinions, he would make a few remarks. He should not oppose the bill because there were some things in it he did not like. He was in favour of Municipal Institutions, and wished to see them introduced as quickly as possible, and hoped that if this bill passed and one or two counties became incorporated, others would soon follow. In reference to the details, he had held no communication with his hon. colleague (Mr. Ritchie) upon the matter, but he had taken a copy of the bill home with him the previous evening and given it a careful perusal, marking the sections he thought required amendment, and by reference to his notes while his hon. colleague was speaking, he found that he had marked the same sections to which his hon. colleague objected, and had intended to propose the same amendments; so that they perfectly coincided in opinion. He thought it was high time to establish those institutions, for the people would remain in ignorance to a certain degree until they were called upon to manage their own local matters. An instance had been mentioned by his Honour the Speaker lately, of a disorderly public meeting held in Portland. This showed that they were behind the age,—that the people ought to have been instructed in self-government years ago. He was surprised at the remarks of the hon. and learned member for Carleton yesterday. That hon. member had imputed improper motives to certain hon. members who opposed the bill; he had asserted that had it emanated from another source, word for word, it would not have been opposed. How did he know this? That hon. and learned member came to the House pledged to oppose the present Government, just as much so as any member of the opposition, but had taken the first opportunity to turn round and support them; and yet he had heard no one impugn the hon. member's motives, or ask what those motives were. He hoped the hon. member would be more guarded in his language for the future. He feared there was too much personalities in that House. He had remarked that whenever an hon. member for Northumberland arose, another member from the same county was sure to follow, and recriminatory remarks were freely used; and although his hon. and learned friend near him (Mr. Johnson) generally came off best in these conflicts, he (Mr. Gray) did not think that House was the proper place to indulge in them; local disputes should be settled on a local arena; (Hear hear). To return to the bill, he found that the principle of establishing Municipal Corporations was almost universally conceded by the Committee; when they came to the details, he, or some other hon. member, would move amendments as to the qualification. He held that the qualification of voters should be based upon taxation; all rate payers should have a right to vote. These institutions were political schools, and would lead to the diffusion of general information. They would lead to a better system of education, and finally to direct taxation for schools. He believed them to be the foundation of a system which would give us an intelligent and highly-educated population. He loved them because they were English; they originated with our Saxon ancestors. England had flourished under them, and they had followed the English across the Atlantic to the United States, where they were again planted and caused the country to flourish; (Hear hear). If it be conceded that the principle is good, he would not object to the bill because it was not compulsory, although he would rather it had been so; he was for getting all the good he could, and not for rejecting a good measure because it did not go so far as he wished it. He hoped, however, that in going through the details they would be enabled to make some alterations for the better.

Mr. Botsford said he could not agree with some hon. members who had stated that the details of the bill amounted to principles; he considered them two distinct things. The principles involved were *first*, whether it was requisite to have the Counties governed upon the Executive system as at present. He was in favour of the former; he had seen it in operation in other countries, and they flourished under it, therefore he was willing it should be adopted here. The second principle involved was, shall the measure be imperative, or left to the option of the people. He believed it should be optional. Were they to try to force it on the people, they would set their faces against it. People did not like to be coerced. It might be compared to the Temperance Societies; as long as they used the weapon of moral suasion, the people were content, and many joined them, but if they should try force they would stir up the people to resistance. He believed those institutions would do very well in populous districts, but they would not answer where the country is thinly inhabited. They would never do for the back settlements, and should not be forced upon them. There was one thing they ought not shut their eyes to; he would tell hon. members, and tell the people of this Province, that the moment they adopted Municipal Institutions they must be prepared to support their own roads and bridges, and the parochial schools, by direct taxation. And as to back settlers paying taxes, and wading through mud and water to get out to the Shire town to take a part in self-government, it was out of the question; they could not do it. The legal gentlemen from St. John knew nothing about the back settlements, and the many obstacles in the way of their being incorporated. He should vote for the passing of the bill, and oppose its being made coercive. Having thus expressed his opinion upon the general principles of the bill, he would forbear going into the details until the different sections came fairly before the Committee.

His Honor the Speaker said that since he found that the passing or rejection of this bill would not affect the Government, and that the hon. Attorney General was willing the Committee should make such amendments as they saw fit, in the details, he should not oppose the principles of the bill.

Mr. Gilbert said it was true, as had been stated by the hon. member for Westmoreland (Mr. Botsford,) that from and after the passing of this bill they must support their own roads, bridges and schools. They had been legislating year after year from bad to worse, and now they had laid a deep scheme to seize all the public money and spend it on railways, and tax the farmers to support the roads and schools. It was too much legislation that had done this; they would not let well alone. They had already driven away out of the country ten thousand of the best of the inhabitants—the sons of the old loyalists—the very bone and sinew of the country, and now they were going to drive away more. And who had they got instead? Why, a host of paupers, idlers and loafers, who would now attend the public meetings and vote to put the Counties to all the expense they could; it was no matter to them how much the country was taxed, for knowing they had got nothing, it was impossible for them to pay any thing, and the whole must come from the pockets of the old settlers. As for the railways they talked of building, even if the Province was able, and they should be finished, and the cars running over them, they would never pay. He would not take them as a gift, and be bound to keep them in repair and run the cars over them regularly, for they would never pay expenses—(much laughter.)

Mr. Williston here made some observations, alleging that he had not been mercenary, as represented by Mr. Ritchie, in a change in the commission of Magistrates for Northumberland had taken place since the date of his petition to the Assembly.

Messrs. Johnson and English followed with brief remarks.

Dr. Gordon said he was favorable to the bill. He had pledged himself to his constituents to support the bill, and would do so the more cheerfully as it was not coercive.

Mr. Ryan said he had intended to have made a few observations upon this measure, but he had been anticipated, the remarks he intended to have offered having been already made by those who were quicker on the wing. He should now merely say that he was favorable to Municipal Institutions, and would support the principles of the bill, but if it had been coercive he would have opposed it.

Mr. Needham would not have risen again were it not for the remarks made by the hon. and learned member for Carleton. That hon. member had imputed improper motives to him, but how would his (Mr. N.) be received if he should impute improper motives to that hon. member in assisting a Government he came there pledged to oppose? No hon. member in that house was more firmly pledged, and yet, with the same Government in power, and only one addition, the hon. member had forfeited his pledges and become a Government supporter! He (Mr. N.) could not conceive what his motives were, but he would not impugn them; he presumed he had good reasons for what he had done. The hon. member had also stated that his convictions in favour of this bill were materially strengthed by hearing him (Mr. Needham) lecture. He (Mr. N.) was very much mistaken. He had lectured in favour of Municipal Corporations, but never in favour of such a bill as this. His opposition to this bill arose from the fact that he did not consider it a bill in favour of Municipal Corporations, but a bill *to prevent* their adoption.—(Hear, hear.) He was in favour of Municipal Corporations being adopted not only in the Counties, but in the Parishes—to be carried into effect simultaneously over all the country, every rate-payer having the privilege of voting, and to vote by ballot; and the power to be ceded to the people to elect every parish and every county officer. That was the measure he had advocated; not such a mongrel thing as this. He was opposed to this bill in toto. The hon. Attorney General might say "Oh, you may do as you like with the details, only pass the bill!" Why, could they not alter the details so as to alter all the great principles of the bill? and if they were to do so, would the Attorney General still claim it as his child? Would it be a Government measure then? What did it amount to, this accommodating announcement of the Attorney General's? He contended that it was tantamount to his bringing down a bill having for it's title "A Bill to establish Municipal Corporations, with not a section of it framed; for just as well might every section be left blank, as for it to be filled up with sections and called a Government measure, when the leader of the Government expressed himself perfectly willing for the House to strike out *every* section and substitute one of their own. The establishing Municipal Corporations was one of those great organic changes in our constitution which should emanate from the Government, and the measure should be one upon which the Government is prepared to stand or fall. He came there to oppose the present Government, believing them to be unworthy the confidence of the people; and if any thing was wanting to confirm him in his belief, this bill would have been sufficient. He would oppose it, then, because he would hold the Government responsible for their measures; and he opposed it because he considered it calculated to retard the adoption of Municipal Corporations rather than facilitate the movement.

Mr. McLeod was not in favour of Municipal Corporations. Whatever other Counties might think of them, he believed that King's was not prepared to adopt them. He looked upon the system with suspicion. As the Bill was not imperative he would not oppose it, believing there was good sense enough in King's to reject it.—(laughter.) He thought the bill was as perfect as they could expect it to be from the hands of any one man, although it would require some amendments in the details.

Mr. Chapman doubted the applicability of those institutions to the Province, and was glad to see the bill proposed to leave it optional. He agreed with much that had been said about the details, and agreed with the view taken of the matter by the hon. and learned member for the City; the Government should be held responsible for their measure.

After a few remarks from Mr. Hatheway and Dr Thomson, Mr. Scoullar moved that the Committee rise and report progress, which was carried.

SATURDAY, March 22.—This morning Mr Ritchie, chairman of the committee on the scrutiny between Messrs. Boyd and Fitzgerald, reported that the committee met this morning at nine o'clock, according to adjournment, and waited an hour, which was all they were entitled to do by law, and Mr. Barberie did not attend. Mr. Barberie disputed the power of the chairman of a committee to command his attendance at an earlier hour than ten o'clock, to which hour the House adjourned. The Speaker ordered Mr. Barberie to attend the House on Monday morning to answer the charge of absenting himself unlawfully.

The bill for repealing the Fredericton Corporation Act was defeated on its third reading, fears being expressed that if it passed, a bill for a new charter might be defeated. Mr. Hatheway then introduced a bill to repeal the Fredericton Corporation Act, and enact other provisions instead.

The Bills to facilitate the European and North American, and St. Andrews and Quebec Railways, received a third reading.

Mr. Robinson shewed that 10 miles of the Saint Andrews Road are already nearly built at a cost of £3,199, the whole line would cost when built £30,000 and would pay well. The third reading of the Bill was carried by a vote of 27 to 12.

The House next went into Committee on the Bill to loan a sum of money (by Debentures) to aid those who wish to erect fire-proof buildings in the Burnt District, Fredericton. The bill was sustained by a vote of 20 to 10, and the blank filled up with £12,000 by a vote of 17 to 13.

Colonel Hayward from the Road Committee reported in favor of £18,265 for the Bye Roads, and £11,000 for the Great Roads.

MONDAY, March 24.—Mr. Barberie's dispute with the Scrutiny Committee was settled to-day, and the Charlotte Scrutiny was proceeded with. The House then went into Committee on a Bill to incorporate the proprietors of the Colstown Settlement, and progress was reported.

The House afterwards went into Committee on the Municipal Corporation Bill. The first section was fought through, and passed after a struggle. Mr. Ritchie moved an amendment to the second section, to incorporate Parishes. A long discussion took place on the amendment, which was lost by a vote of 23 to 16. The section was then put, and sustained by a vote of 22 to 17.

To-morrow the order of the day stands for the House to go into Committee of Supply, and on Wednesday the House will go into Committee on the State of the Province.

Mr. Ritchie presented a Petition from Carleton against, and Mr. Gray a Petition from the Trustees and Bondholders, in favor of the Bill, in addition to the act relating to the public debt of the City of St. John, which Bill was introduced yesterday and read a second time to-day.—*New-Br.*

[*From the City Reporter.*]

HOUSE OF ASSEMBLY, March 21st.

EUROPEAN AND NORTH AMERICAN RAILWAY BILL.

The House went into Committee of the whole on a Bill to afford facilities to the construction of the European and North American Railway, Mr. Hatheway in the Chair.

The Hon. ATTORNEY GENERAL addressed the Chair in explanation and support of the bill. He considered it a measure of very great importance. It was important, inasmuch as it contemplated making Halifax the great depot for Atlantic Steamers, and inducing travellers to and from London and New York to pass through this Province. It was also important that it contemplated a heavy charge upon the resources of the Province. Hon. members should turn their attention to it, and be governed by this: "do the advantages to be derived warrant the risk?" He believed the bill was guarded as much as necessary, and having looked into the subject and gave it his consideration, he had no doubt but the money would be well expended. When he enunciated his views, as leader of the Government, after his return from Northumberland, he had declared against the Government taking stock in railways. Since that, however, he had been called upon to enter into the subject now before the Committee more minutely, and the result of that consideration, and the consultations with his colleagues, was that he had altered his mind so far as this railway was concerned, and he now thought that it was better to take stock in this railway than to offer a loan and take security on the line. It was evident that the Government ought to do something for this railway, if they wished it to go on. It had been urged upon his mind, and he acknowledged the force of the reasoning, that if the Province loaned a sum of money to the railway, and held the whole work under mortgage, it must hurt the sale of shares in England, for persons about to take shares would not like the whole line to be mortgaged to the Province for £250,000. Were they to aid by a loan, taking a mortgage on the line, and the undertaking should prove successful, the money would be repaid; but were it to fail the Province must lose its money. It would be precisely the same under the proposition of the present bill. The Committee would thus perceive that although he had altered his mind as to the details, the principle was pretty much the same; and he was surely right in changing his views upon the subject when he saw it was for the good of the country. The Province would be guaranteed thus: they would advance nothing until there was £10,000 subscribed and paid in, when the Province would advance a like sum; and so on pound for pound. This he thought was a sufficient guarantee, for people would not risk their money unless they saw good reason to believe that it would prove a paying undertaking.

His Honour THE SPEAKER said he intended to support the bill, it being so very popular, the whole country crying out for it. He gave the hon. Attorney General great credit for bringing in the bill, especially because it was so popular; it would strengthen the Government, and that was a thing all governments should endeavour to do: (laughter.) He differed with the hon. Attorney General in the mode of assisting this railway; he thought the Government should not take stock in the line, but loan money to the Company, taking security on the whole stock, as was done by the State of Massachusetts. He agreed with the opinions expressed by the hon. Atty. General on a former occasion, and regretted that he had altered his mind,—he did not think the reasons he gave for doing so were sufficient. The inhabitants of Massachusetts were a knowing people; they managed their affairs better than we do ours, and he would like to follow their example. If the Committee were in favour of the bill as it stood, he should not oppose it, although he would rather the aid was given by loan.

Mr. GRAY said he differed from His Honour the Speaker; he liked the bill best as it stood, and would give it his cordial and unqualified support. He was glad to have had the opportunity of following so quickly after the hon. Attorney General, as he could now show day characterized as "factious," was prepared to support the Government whenever they brought down a measure that was actually for the good of the country. He would tell the hon. Speaker why the bill was better as it is. If the whole line was mortgaged for £200,000 currency, it would be impossible to dispose of the stock; it would be utterly useless to go to Europe to ask capitalists to take stock, while the whole line was mortgaged for that amount: (hear, hear.) He believed also that the interests of the Province could best be secured by taking stock in the line. The first point to be considered was, will the line pay? (The hon. and learned member here showed the geographical position of the Lower Provinces,—their eastern position, situate close to the most expeditious sailing course to Europe—the interest felt in England, the United States, and Canada, in the practicability of shortening the route from the old world to the new, &c.) Were Halifax made the depot for Atlantic Steamers, and this line constructed, the said Steamers would cease going on to Boston and New York, and this would shorten the sailing distance about 500 miles; and as it is well known that a railway car will travel two miles to a steamer's one—this, with the efforts made to shorten the distance on the other side of the Atlantic, would shorten the time of travelling from London to New York from three to four days. It must be also taken into consideration that these Provinces from their geographical position were free from all competition, as no parallel line could be laid down in any other country. There was no risk to run, for it ever the travelling and traffic over the line should induce competition by laying down another line through these Provinces, the shares must first be enormously high. Were this line constructed it would run within a short distance of Fredericton, to which there would of course be a branch; it would also intersect the line from St. Andrews to Woodstock, and thus in a short time most of the counties in the Province would be connected by railway. What would have been said five years ago to the man who would predict what had taken place even in this Province, in the establishing of telegraph lines. He would have been taken as a madman. But what did they see! A line was in operation through the Province from Amherst to Calais, another line was in operation between St. John and Fredericton, which at present was the best stock in the country, and which would be continued to Quebec in the spring, and stock was subscribed for a line from Dorchester to Miramichi. These lines were the precursors of railways; just as surely as these telegraph lines were laid down through this Province, as surely would railways follow. (The hon. member then went through statistics of travel between St. John and Shediac, and estimates of traffic, and also quoted from the Report of the Select Committee on the Shediac Railway in the session of 1849.) The line through this Province was extremely favourable. There were a few engineering difficulties between Amherst and the Bend of Petitcodiac, but there were none between the Bend and St. John. When he stated that there were a few difficulties in the former district, he did not mean what would be regarded as difficulties in Europe or the United States. In England they tunnelled through mountains and undermined cities. Starting from Liverpool to London by the Birmingham railway, you plunged at once into a tunnel and passed underneath a portion of the city; while in Europe they are about to tunnel the Alps for a railway,—aye, tunneling the very Alps!—It had been estimated that this line would cost £7,500 a mile, but he thought it could be built through this Province, where the tract was so very level, for £5 000 a mile. He held in his hand a list of the cost of fifteen American Railways, which he would read.—(The hon. member here read the list.)—From this it would be seen that only one out of fifteen cost more than £5 000 per mile, and that nine out of fifteen cost less than £2,500 a mile. He believed he was right, then, in estimating this line at £5,000 a mile, especially as most of the farmers along the line had given the right of way through their lands. It would be recollected that the line North of St. John passed chiefly through intervale-lands, one acre of which was worth three or four acres of upland, and no better proof could be adduced of the anxiety of the people to have this Railway, than the fact of their voluntarily giving those rich lands for the line. There was one farmer who owned but five acres of intervale, and the road running through would take the whole. He thought it hard at first to give it up, but at last concluded to do so rather than set a bad example and retard the undertaking.—He knew there were people who considered this a wild project, but it was not so, if they could judge by the results of public works elsewhere. He would beg leave to quote an instance. When DeWitt Clinton was Governor of the State of New York, he planned and determined to carry into effect the Erie Canal. This great work had proved of such vast benefit to New York that Clinton is almost canonized; but it was far different at the time. His scheme made him unpopular; people cried out that the State would be ruined, and every obstacle was thrown in his way. Still he persevered. His great mind disregarded all opposition, for he saw in futurity the success of his gigantic undertaking. The work was at length finished, and booming cannon at intervals along the line from Albany to Buffalo announced the Canal open. What has been the result? Why, the work has not only paid the interest on the outlay, but the income has nearly paid off the capital; in a few more years the Canal will have freed itself, and from that moment the tolls will be sufficient to pay all the expenses of the State Government, including their splendid School establishments, and a man living in the State of New York will not be taxed one farthing towards the support of the Government of his country! (hear, hear.) [The hon. member concluded his speech by showing the receipts on many of the American lines, and the rapid increase of travel and commerce wherever Railways are laid down, and inferring from these statistics that the same results may be expected here.]

Mr. GILBERT was opposed to the measure. (The hon. member read from a periodical certain statistics, tending to show that Railways did not pay in England.) If Railways would not pay in such a country as England, how would they pay here? Its origin was in fanaticism, and it was like that which existed in London, where they collected large sums of money for missions, and sent out Missionaries to all parts of the world, while there were *millions* of persons in London who never heard the Word preached! If this Bill should pass, it would have a withering and ruinous influence upon the country.

Mr. MONTGOMERY was not opposed to the principles of the Bill. He was willing to give such aid towards this Railway as the state of the finances warranted, but he considered the sum contemplated by the Bill far beyond our means. If £250 000 sterling was given in aid of this Railway, and £50,000 sterling for the St. Andrews line, making altogether £300 000 currency, the interest on which would be £21,600 a year. In addition to this, large quantities of land had been granted near the line. Now, if the Crown lands were given up and the Province revenues pledged to this amount, where would the amount required for public services come from? It was evident that if these Bills passed, that amount must be made up by increased duties and direct taxation.

Captain ROBINSON knew the editor of the Journal quoted by the hon. member for Queens; he was one of the Directors of the St. Andrews and Quebec Railway, and that fact proved that the sentiments quoted were not his—at least so far as Railways in this country were concerned. He (Capt. R.) was in favor of this Bill. He found, by examining the returns, that wherever Railways were laid down, the amount of travel increased to an enormous extent. [The hon. member then read statistics, showing the great increase of travel betwixt Glasgow and Paisley since the opening of a Railway there, and also upon one of the Ohio Railways.]

Mr. CRANE would cheerfully support the Bill. He had seen enough of Railways to know the immense benefit every branch of industry derived from them.—In travelling once between London and Liverpool, he conversed with a Manchester manufacturer, travelling to Liverpool to purchase cotton, who informed him that he expected to purchase his supplies, return to Manchester, and have his purchase safely lodged in his warehouse within six hours. Upon enquiring how long it would take him to effect this before the Railroad was constructed, he was informed that it would then take from five to six days. The enormous saving of time was, of course, a saving of money. He knew merchants and manufacturers in England who had doubled the amount of their property in a few years, and they ascribed their success chiefly to Railways. An hon. member had spoken about the Province giving wild lands to facilitate the construction of railways; but what then? would it not increase the value of those that were left? He owned wild lands, and rather than not have this railway, he would give ninety-nine acres out of a hundred, and consider the one acre remaining worth more than the whole now at present. If this line for some years should not pay but three per cent, he should consider it an excellent investment for the Province, because it would pay indirectly by increasing the population and the revenue—increasing the value of property on the line, and farm produce, and cause great activity in the country by the expenditure of a large amount of foreign capital.

Mr TAYLOR should not oppose the Bill. He believed the time was come when we must have Railways. But he would like for some of the advocates of the Bill to point out some instance there was of the Nova Scotia section of the line being built, provided the New Brunswick portion of it were finished.

Mr. GRAY replied that letters had been received from the Hon. Mr. Howe, now in England, in which he stated, that if the British Government refused their guarantee, there were capitalists in England who would advance the money upon the guarantee of Nova Scotia.

Mr. RITCHIE said he had given proof that he was in earnest in support of this measure, and that he thought it would prove a paying line, by taking £1000 worth of the stock. When he first heard the hon. Attorney General enunciate his views upon Railways, condemning the policy of Government taking stock, he said within himself, "Our Railway is done." Were aid given to the line in the shape of a loan, security being taken on the whole work, it would never have come to go into the market with it seeking capitalists to take stock. It would bear upon its face evidence that the Government of the country entertained suspicions that the line would not pay. The capitalists would say—"You risk nothing, and you place all Stock-holders in a false position, for you advance a small portion of the amount, and take security on the whole." He believed that a loan granted in that manner, would be injurious to the undertaking, rather than beneficial, and he was very glad to find that the hon. Attorney General had seen cause to alter his mind. He would satisfy the Committee that he was thrown into the interest taken in this line in Great Britain, by mentioning one circumstance: A house in Glasgow had offered to furnish the iron for the whole line, and take one half the amount in Stock. Independent of the line becoming, as it probably would, the great highway between the United States and England, that section of it from St. John to Westmorland would connect the North of the Province with the South—a trade would spring up between them—they would no longer be as strangers to each other, and their interests would no longer be conflicting. He also believed that when the first car would run over the line, the value of the land in the vicinity would be increased twenty-five per cent. In travelling by Railway in the State of New York, he had been struck by the simple and convenient manner in which farmers conveyed their poultry, butter, eggs, &c., to market. A farmer living near the line, say fifty or a hundred miles from the City, brought his goods to a depot safely locked up in a tin box or case; he would see it placed in the train, and then return and attend to his ordinary business on his farm. His agent in New York kept a key to unlock this tin case, disposed of the goods, purchased such articles as the farmer might require from the City, and in the evening the farmer received his tin case again with his marketing done, and the requisite articles enclosed. Let them contrast this with a farmer fifty miles from St. John, frequenting the market. He must keep a strong waggon and a good pair of horses, leave home the day previous, pay his own expenses and that of his horses on the road, spend most of a day in town, still having to pay not only his own expenses, but for his horses' feed, and then return home in the same manner—about three days of his own time gone, and three days' expenses for himself and horses, to accomplish what could be done by those living near a Railway line for a mere trifle, and without any loss of time.

Mr. EARLE was opposed to the Bill. He was satisfied that it would be a long time before the line would pay, and that the Province will not only be called upon to pay the interest on the Debentures, should the Bill pass into a law, but be compelled ultimately to pay the capital too. This, together with the present Provincial debt, he considered much more than the country was able to bear, and misery must follow. He saw, however, that the Bill would pass, and therefore, although he regretted it, it was useless to make a long speech about it.

Dr. GORDON was not opposed to the principles of the Bill, but considered the sum named too large.

Mr. ENGLISH would support the Bill, and for this reason: He saw that the people in the Eastern section of the Province were extremely anxious to have this road, and as the members from that section had dealt generously with the Western section upon former occasions, both his constituents and himself were willing to reciprocate their kindness, and aid them in what they appeared to have so much at heart. He had travelled a great deal by Railway, and from all his experience had taught him, he did not think this would be a paying line for many years. He did not think it would benefit St. John much. He had seen towns built up by Railways, and he had seen towns pulled down by them.—He would rather have seen the terminus of this line at St. John than at Halifax, for by extending the line to Halifax, we should build up that town and benefit Nova Scotia at our own expense. As to the amount, he did not think it too much. On the contrary, he should not be surprised if the Province would be obliged to take more stock before the line is finished. He would be quite satisfied, were the line finished, to see it paying expenses, without any dividend, the first ten years.

Mr. JOHNSON was favorable to the Bill.—Coming as he did from the North, he would be delighted to see the Halifax and Quebec line built, as it would pass through his County, but if called upon to select either that line or this, as a Provincial undertaking, he would feel himself bound to select this, because he believed it would pay best (hear, hear) In answer to some hon. members who thought the line would not pay, and that the Province would therefore sustain a loss, he would call their attention to one thing which had been overlooked during the debate—the Railway would cause the population to be doubled in a few years, and consequently the revenue would be doubled. As to any effect this Bill might have upon the Halifax and Quebec line, it would facilitate the construction of that line rather than retard it, as it would form a part of the same road from Halifax to Shediac; and when so much of the line was constructed, Great Britain might be induced to aid in making the rest. He considered our claims upon Great Britain for compensation for loss sustained by the withdrawal of protection, founded in justice, and of the same nature as were the claims of the West Indian Planters in 1832, when slavery was abolished. He would not say it was prudent for Government to take stock in Railways under ordinary circumstances, but this was a case of desperation; the country was suffering, and something must be done. When a physician found a patient in a lethargic state, he applied strong remedies, and tortured him to keep him alive. Just so was this case. The Province was in that state, and he would almost consent to inflict torture in order to rouse her into activity. He was glad the Government had brought this down as one of their measures—no matter how much it might tend to strengthen their position—for he would tell them plainly, that if he could turn them out by opposing the Bill, he would rather the Bill should pass and the Government remain (laughter.)

Mr. Needham would show the hon. member for Queen's (Mr. Gilbert) an instance of the benefit accruing to farmers by railways, by telling him what was collected for freight in one year for carrying in milk by the railways to supply the city of New York. The sum was no less than $35,450!—[Mr. Gilbert—Milk from the *Chalk Hills*?]—No matter; the freight showed that an enormous quantity had been sold. He had but little to say on the bill after the able speeches that had been delivered, but he wished the Government to observe that instead of the opposition being factious, they were indebted to them for helping them through with this measure. He for one would support them when they were right, and were right now. They need not look so much astonished because they were right for once! (laughter.) He did not think the Province would ever be called upon to pay the interest on the Debentures, because he believed the line would pay at once.

Mr. BARBERIE would oppose the Bill, first because he did not think the Province ought to take Stock, and secondly, because he thought the sum asked for was much larger than the circumstances of the country warranted.

After very brief speeches in support of the Bill from Messrs. Wilmot and Hannington, the question was taken, and the Bill sustained, by a division of 33 to 5.

NEW-BRUNSWICK REVENUE BILL.

Table of Duties and Exemptions from Duties under Act for raising a Revenue, passed in Session of 1851, and in force until 31st December, 1854.

ARTICLES SUBJECT TO DUTY.—SPECIFIC.

Apples, per bushel,	£0	0	6
Axes, each, of 3lbs. weight and upward,	0	1	6
Butter, per hundred weight,	0	9	4
Beans, and Peas, per bushel,	0	1	6
Barley, per bushel,	0	0	6
Barley Meal, per hundred weight,	0	2	0
Buckwheat, per bushel,	0	0	6
Buckwheat meal, per hundred weight,	0	2	6
Candles of all kinds, except Sperm and Wax, per pound,	0	0	1
Sperm and Wax, per pound,	0	0	4
Cattle of all kinds over one year old,	2	0	0
Cheese, per h