

NEW-BRUNSWICK. Provincial Parliament. HOUSE OF ASSEMBLY

Friday, 23rd Feb.
After some routine business, on motion of Hon. Mr. FAYTOW, the House went into Committee of the whole, on a Bill relating to the trade between the British North American Colonies. (We were not in the gallery when this Bill came up, but understood it passed without opposition.)

On motion of the Hon. L. A. WILSON, the House went into Committee of the whole, on a Bill to facilitate the sale and settlement of Crown lands, in certain cases. On this Bill a long discussion arose during which no opposition was made to the Bill, the provisions of which were fully explained by the Hon. the Attorney General. It authorizes the Government to dispose of land to actual settlers on terms not exceeding one hundred acres, and to take payment for the same in such manner as the Government may think fit, but not exceeding the value of the land as prescribed in the Bill, which passed the House on the day previous, leaving it discretionary with the Government how much of the purchase money will be demanded in cash and how much will be taken in work on the roads. A great number of hon. members took part in the discussion which turned chiefly on the manner of surveying Crown lands.

Mr. DALLIE exhibited a plan of the Kingsclear grants, which were shaped something like a fan, running back upwards of seven miles, and terminating almost at a point. The Surveyor General also exhibited a plan of buying out Crown lands, in square blocks of 14 miles, making a lot of 100 acres each, which he thought better than the plan spoken of by the Attorney General as originating with Mr. J. A. Backs, of laying out Crown lands in blocks of a mile square, making the lots only 50 acres each.

A strong opinion was also very generally expressed against the policy of allowing the Larch of the country to be carried off for Railway sleepers, thus withdrawing from the soil the best adapted for ship building, and sacrificing it for a mere trifle. The Bill was then reported as agreed to without any amendment.

On motion of Mr. R. D. WILSON, it was resolved that the humble address be presented to His Excellency the Lieutenant Governor, praying that His Excellency will be pleased to cause to be laid before the House copies of any correspondence that may have taken place between the Canadian Government and the Government of this Province, on the subject of Inter-Colonial Trade.

On motion of Hon. Mr. FAYTOW, the House went into Committee of the whole, on a Bill to repeal "An Act to grant a bounty on the destruction of Bears and Wolves in this Province."

Mr. END led off the opposition to this Bill in a humorous speech, in which he intimated that a refractory Chamberlain, a Radical Mayor, and the Editor of a newspaper were the persons who were most anxious to see the law repealed.

A number of hon. members followed, the most all of whom opposed the Bill, and the debate finally terminated by the question of postponement for three months being carried without a division. The Bill is consequently lost.

MONDAY, 26th FEB.
The House went into committee of the whole on a Bill sent down from the Legislative Council in further consideration of an Act to incorporate the St. Andrews and Quebec Railway Company.

After a short debate, progress was reported on this Bill, to allow hon. members time to consider a section empowering the Company to carry their Railway through unimproved lands belonging to private individuals, without any charge. This section was objected to by Mr. BROWN, Mr. STREET, and Mr. END, as arbitrary, and so far as they were yet informed, unnecessary.

The Quebec and Halifax Rail Road.

The Acadia Recorder says, that the petition of the Citizens of Halifax, on the subject of the Rail Road, was presented to the Assembly on Wednesday last, with much display. The Committee met at Mason Hall, and having organized, came down to the Province Building in Mr. Hyde's large sleigh, drawn by eight "greys," and accompanied by a large concourse of persons. A flag, with an appropriate device, accompanied by a portion of a military band, preceded the Committee to the Supreme Court Room where the members of the city and country received the delegation, and appropriate speeches were made, amid much enthusiastic cheering. While these proceedings were going on in the city, the Europa coming up the harbour, was the bearer of a despatch from the British Government to Sir John Harvey, it is said, on this subject. The despatch is, that this state paper pronounces as the undertaking, and characterizes it as unlikely to pay. We do not vouch for the correctness of this rumor, although there are reasons to fear that there is some unfavourable view of the subject taken at the Colonial office. So soon as the facts shall transpire we shall give the particulars. —[New Brunswick.]

THE CREW OF THE KATE KEARNEY.—The crew of this vessel have all been arraigned before Commissioner Woodbury, upon suspicion of having scuttled this vessel on the night of the 9th inst. The particulars of the series of mishaps which have visited this vessel are these: She was freighted at New York with corn for Cork, (Ireland), on her passage she sprang a leak, and put into this harbour in distress.—Her cargo was discharged, she was placed upon the ways, and repaired. She then proceeded on her voyage, and after being sixty miles at sea, she was

found to have been scuttled in the forward part. The object of the investigation now going on is to fasten the crime of boring these holes upon some one of the crew. Up to the adjournment last evening, no evidence was adduced to implicate any one, though there is little doubt but that several scoundrels who amongst his crew to suspect, as there was no complaint, no unwillingness among the crew to sail in the vessel, either from New York or this port. —[Hastings Paper.]

THE RECENT CONFLAGRATION AT SAINT JOHN.

We copy the following additional particulars of the recent destructive fire from the Observer.

It is supposed that the disaster was occasioned by a defective chimney; but whatever the cause, the burning elements rapidly and extensively extended its ravages, as to sweep away the whole range of buildings from the Commercial Hotel (including that large and valuable establishment) northwards along King's Square to Mr. John Ainslie's Store being saved, while on the north side of King-street, every building from the Commercial Hotel corner down to Mr. Verma's brick building at the corner of Germain-street, was also entirely destroyed. So complete was the devastation, that nothing remains on the site of the conflagration, but the lower portions of some of the chimneys. During the fire, a brisk north-easterly breeze was blowing, which drove the flames and burning materials across the street, and placed the south side of King-street in imminent danger. The various Fire Engines were early at the scene of destruction, aided also by those belonging to the Military and Portland; the last named being under the direction of John Pollack, Esquire, who was invaluable in his exertions throughout the night. The high wind carried the burning embers to a great distance, some of which unfortunately set fire to the Cupola and roof of Trinity Church, which was for some time in danger of entire destruction. The Military Engine and another Engine were immediately placed for the purpose of extinguishing the flames, and the most complete arrangements made for effecting the purpose; but although the supply of water from the Water Company's plugs was abundant, yet the hose were so frozen, that the water could not be forced through them, but sufficient force to reach the roof of the office. A number of resolute young men mounted to the top of the tower, under the burning Cupola, and cut away the pillars, to allow the blazing mass to fall over; and we regret to say that in performing this hazardous and important service, several of the brave volunteers were severely injured. We are informed that a young man named Johnston, another named Wainman, fell from the top of the tower to the ground; and though both escaped with life, yet both are severely and dangerously injured. Johnston broke his fall in some degree by falling on a rope which hung over the tower, but his body struck on the western porch before coming to the ground; and one of the pillars struck Wainman while ascending a ladder, and knocked him to the ground. We understand, also, that Mr. C. Haythorn, son of Lieut. Haythorn of the Ordnance Office, was very much injured by a piece of burning timber striking him on the head; but we are happy to learn that it is confidently expected all these will recover. The loss of property occasioned by this calamity is very great, but we have been able to ascertain the amount of about £25000 on various portions of it. Some of the sufferers, however, were wholly uninsured.

The land and buildings from Lawrence's corner to King's Square, and occupied by Mr. Wetmore, as Hotel, by J. Sweeney, another, and Harvey Perkins, as Shops; two three story buildings owned by J. & G. Lawrence, occupied by them as Cabinet Ware-rooms and Dwelling, by Sons of Temperance as Drapers, Retail, and by John Christie, Grocer, and B. O'Brien, as Shop; a recent shop in these buildings owned by R. D. McArthur, Druggist, R. Summers, Grocer, and Fellows & Co. Druggists, dwelling apartments occupied by J. Fellows, as a Boarding House; three story building belonging to W. Wright, Esquire, Shop occupied by D. Patterson, as a Shoe Store, by W. M. Rae, Leather Cutter, and by James Christie, as a Leather and Finding Store; dwelling apartments by Mrs. Saven; two story building owned John Brundage, occupied by R. Sains & Co., three story building owned by John Brundage, occupied by him as a Boarding House; and Mr. Keaton as a Shoemaker's Shop; three story building owned by Mrs. Adams, occupied by her, and others, as dwelling apartments, by G. Penock, as a Leather Cut-ting Shop, and D. O'Leary, as a Watch-maker's Shop.

King's Square.—Shops in Commercial Hotel occupied by S. M. Lead, Tailor, J. Hennessy, Hugh McPherson, and another; two story building owned by Trinity Church, Shop occupied by Mr. Nelson, Grocer, and apartments by A. E. Elton, as Druggist; two story building belonging to the Estate of the late Mrs. Millidge, Esq., occupied by James Davidson, Grocer, and J. D. Robertson, Flour Store; Messrs. Lawrence's Workshop, Hotel, and J. Davidson's Stables, in rear of above buildings.

SUNDAY LABOUR.—Several magistrates and clerics employed in the various public offices at New Brunswick, brought suits against the Corporation of the city, to recover pay for services rendered by them on Sunday, under a resolution of the Common Council. On Saturday a decision was given in the Superior Court, in favour of the Corporation in each case.

[From the Royal Gazette, Feb. 23.]
The following Letter, conveying Pardon to five of the Woodstock Rioters, whose term of Imprisonment has not yet expired, is published by authority:—

SECRETARY'S OFFICE,
Fredericton, Feb. 23, 1849.

GENTLEMEN.—I am directed by His Excellency the Lieutenant Governor, to inform you that he is pleased to remit the remainder of the imprisonment to be undergone by the following persons in the Provincial Penitentiary, viz: George N. Donough, James McConn, Charles McQuay, James Fenegan, and John Mooney, severally convicted of a riot and assault at Woodstock in the County of Carleton.

His Excellency is of opinion, that the sentences passed on these offenders were just, and merited; but the Law has been vindicated, and the great object of all punishment in a civilized community is to deter from crime, not to inflict vengeance. Under these circumstances, he feels that His Most Gracious Majesty would desire the prerogative of the Crown to be exercised in such a manner as to exact no more than the public welfare absolutely demands. He regrets that the families of these men have participated in the suffering consequent on this offence, but the fact, that such is the inevitable result of crime, should deter from its commission rather than be allowed to mitigate those penalties which the gold of society requires to be exacted.

His Excellency has much satisfaction in recording the remission of these sentences, because he is sure, that His Majesty's mercy will be appreciated, and that all parties will abstain from conduct which may only provoke an injury, or which may really be a supposed insult by a breach of the Peace.

J. R. PARSELOW,
To John Ward, Esq., Chairman, and the Commissioners of the Prov. Penitentiary, St. John.

NOVA SCOTIA.—The Halifax Sun of Monday, 21st, notices the weather in that city.—The weather the past and present month has been unusually severe. As our Harbour is frozen over—several persons having already crossed from side to side on this bridge of ice—the prospect, being if the present weather continues a day or two longer, that it will bear horses and sleighs as well. The Snow lies ten feet deep in our streets, and to make matters worse, fuel is exceedingly dear—wood bringing 20s per cord, and coal 45s per chaldron.

The Times & Courier of the following day, in remarking on the same subject says:—Several vessels inward bound took advantage of the openings made in the ice, by the Marguerite in her perambulations on the harbour during the past few days, to come up to the wharves of their respective owners and consignees.

The Colonist of Tuesday reports that Mr. Henry's bill for withdrawing the perpetual grant to King's College was carried the previous evening by a majority of seven.

On reference to the Reports in this day's paper, it will be seen that the House of Assembly have been legislating upon salaries which are already fixed by a contract with the Home Government. In this we think our Legislators have been mistaken, but as this contract appears rather old from us, as the first and perhaps the strongest advocate for "official retrenchment," we must add a word in explanation.

We never were favourable to the system of "addressing" the Home Government on every trifling occasion; but if ever there was a case absolutely requiring an Address, it is that which the House had reference to a case of outrageous provincial extravagance; and one which at the same time was not only allowed, but also absolutely fixed by the joint action of the two Governments. In such an absolute case as this, the House should, in our humble opinion, have first explained and remonstrated, by an Address pointing out the altered circumstances of the province—a course which they cannot adopt by Bill, and which would we think prove successful in the other way. While we remain a Colony Her Majesty's Ministers will never sanction our legislation on their premises, and it is certain that they should treat us accordingly. They most probably do not care a rush about the amount of our salaries; but they have a high opinion of their own dignity, and will not suffer it to be compromised. We should therefore in all such cases as the present—ADDRESS FIRST, and LEGISLATE afterwards.

We therefore think, that in the endeavor to do too much, both as regards the plan adopted, and the scale of salaries proposed, the House will find that they have accomplished nothing; and we feel the more inclined to this opinion, on referring to the former and uniform high salary tendency of the individual who has introduced the Bill. We view it therefore with suspicion, and we believe our fears will be suddenly realized. —[Fredericton Reporter.]

Snowstorm at Savannah.—There was a snowstorm at Savannah on the 16th inst., the first since 1847. At Charleston, also, on the same morning, the house tops were found to be covered with snow.

We are informed that large Quarto Bibles, handsomely bound, have been purchased by the Corporation of Trinity Church for Presentation, with a suitable inscription, to those persons who were instrumental, under Providence, in saving that structure from destruction by fire on the morning of Tuesday last. —[Chronicle.]

The Steamer United States has been sold to a German state for \$64,000.

STEAM to Boston.—We are informed by Capt. Chisholm, the Agent of the Admiral, that this steamer is now refitting in Boston, and will leave for St. John about the 10th inst. —[New Brunswick.]

Our Subscribers will oblige us by paying our Collector, who will call upon them with their accounts for the last year.

THE STANDARD.

ST. ANDREWS, WEDNESDAY, MAR. 7, 1849

Charlotte County Bank.

Hon. Harris Haven, President.

T. B. Wilson, Esq., Solicitor.

Discount Day—TUESDAY.

Hours of Business, from 10 to 2.

Bills and Notes for Discount must be lodged with the Cashier, on or before Monday otherwise they must lie over until next week.

Saint Andrews House.

Commissioners—Geo. D. Street, John Bradford, Thos. Berry, John Bailey, R. Ker.

St. Andrews

Steam Mills and Manufacturing Company.

R. M. Andrews, Esq., President.

J. Wetmore, Agent.

Saint Stephens Bank.

G. D. King, Esq., President.

Discount Day—SATURDAY.

Hours of Business, from 10 to 1.

Bills and Notes for Discount must be lodged with the Cashier, on or before Friday, otherwise they must remain in the hands until the following discount day.

Railway Meeting at St. John.—A large and respectable public meeting was held in the Court House at St. John, on Friday last, for the purpose of adopting measures for the construction of Railways in general, and the furtherance of the projected railroad from St. John to Shediac in particular. From the papers we learn, that at the meeting there appeared to be a unanimous feeling in favor of the immediate construction of Railways in the Province, as the best, and under existing circumstances, the only mode, in which the country could be raised from the extreme depression under which it now suffers, and an impetus given to its agriculture, trade, commerce, and fisheries. Delegates were appointed to urge the importance of this subject upon the Legislature, and use exertions to have the work commenced at the earliest moment. It was stated by one of the Speakers that the Province on its own guarantee, could borrow any reasonable sum, in London, at from 4 to 5 per cent to carry on public works. The 4th Resolution was lost, only three out of the large assembly supporting it. We have much pleasure in noticing that by the 11th resolution it was resolved, that the thanks of the people of this Province were due to Hon. Geo. R. Young, M. H. Perley, and John Wilson, Esquires, for their long and zealous endeavours to promote the construction of Railways in these Colonies. We hasten not to state, without fear of contradiction, that the worthy president of our Railway, John Wilson, Esquire, was not only the first to advocate the building of Railways in the Colonies, but has travelled further and spent more money, in acquiring a knowledge of the cost of construction, working, and management of Railways, than any other man in the Colonies, and this, at a loss of time and money—for which he has never received one shilling. We mention this, not with a view of drawing an invidious comparison, but as an act of justice to Mr. Wilson, whose zeal and untiring exertions, justly entitle him to the high compliment. We are indebted to the Courier for a copy of the

RESOLUTIONS.

Resolved, That the construction of Railroads throughout this Province is of essential importance to its future welfare and prosperity; and that it is desirable to impress upon the Legislature, now in Session, the absolute necessity of adopting such measures as will lead to the immediate commencement of such works.

Resolved, That in the opinion of this Meeting, no railway, for carrying on such undertaking, could be most easily procured, if the Legislature would not guarantee the Provincial credit for its repayment.

Resolved, That in the opinion of this Meeting, it is the duty of the Legislature to pledge the public credit for works of a re-productive character; and that the benefits resulting from Railroads throughout the Provinces would more than counterbalance the expenses of constructing them. And further Resolved, That in the opinion of this Meeting, such works would pay for themselves, and the Province would have all the benefits resulting from their construction, without having to bear any portion of the expense.

Resolved, That it is not for the interest of this Province to encourage a Railway between Quebec and Halifax in any other way than by granting the ungranted lands over which it must pass in its route.

Resolved, That the construction of Railroads in the Province, independently of other important advantages arising from them, will encourage agricultural pursuits and thereby develop one of the most important resources of this Colony.

Resolved, As the opinion of this Meeting, that a line of Railway from this City by way of Hampton Ferry, Sussex Vale and the Bend of the Petitcodiac, to the Harbour of Shediac, on the Gulf of St. Lawrence, would be of the greatest possible advantage to this City and the Province generally, by opening up new branches of trade and industry, and promoting the settlement of one of the finest portions of the Province.

Whereas it is the opinion of this Meeting, that a line of Railway from this City to Shediac would be a profitable undertaking, and in the present state of depression, would tend more than any other measure to restore general prosperity;

Therefore Resolved, That a humble petition be presented to the Legislature, praying that an Act may pass authorizing the construction of such Railway at the public expenses; and that the Assembly will be pleased to adopt the most efficient measures for raising the necessary means, by effecting a loan in England upon the faith and credit of the Province, and a pledge of the public lands in order that no delay may occur in commencing this most popular, most important, and most useful undertaking.

Resolved, That this meeting deem it the imperative duty of the Provincial Legislature, as Conservators of the public welfare, to promote in every possible manner the general prosperity of the Province, without reference to merely local or sectional prejudices, and in pursuance of this principle, to aid to the utmost of their power the immediate introduction and establishment of Rail Roads in New Brunswick in accordance with the spirit of the foregoing Resolutions.

Resolved, That the Communes of King's Westmorland, Albert, and Kent, with Charlottetown and any other Counties in the Province desirous of so doing, be invited to co-operate in the expression of public opinion manifested by this meeting, and in such other measures, as may be requisite to impress their opinions upon the Legislature.

Resolved, That fully to carry out the object of this Meeting, it is desirable that a deputation be sent to Head Quarters, there to represent to the Legislature, the unanimous feeling of the inhabitants of Saint John, expressed upon the necessity of constructing Rail Roads in the Province.

Resolved, as the opinion of this Meeting, that the thanks of the people of this Province are due to the Hon. George R. Young, for his long and zealous endeavours to promote the construction of Railways in these Colonies; as also to M. H. Perley and John Wilson, Esquires, for their exertions to the same end.

Resolved, That a Committee of six gentlemen be appointed, to prepare a petition to the Legislature, and in other respects to carry out the spirit and interest of the foregoing Resolutions; and that Dr. R. Hayward, M. H. Perley, W. Wright, J. H. Gray, Edward Allison, and Jas. Whitney, Esqrs. do compose the said Committee.

House of Assembly.—On the 23rd, a Bill introduced by Mr. Carman relating to Town and Parish Offices, was after a short debate thrown out. Mr. END's bill to establish a Table of Fees to be paid Judges of the Peace, in certain cases was also "postponed for three months." On the 24th the members were principally occupied on Select Committee. On the 25th, on motion of Mr. END, the House went into committee of the whole, on a bill to alter and amend the act relating to the Clerk of the Pleas of this Province. Mr. END, the introducer of this bill explained its objects—and did not wish it mixed up with a bill brought in by Mr. Taylor, to repeal the 5th Section of the Act. By the present law the Clerk of the Pleas is entitled to a salary of £500 a year, and by the 5th section of that law the present incumbent gets £400 a year additional. Mr. END's bill does not touch the present incumbent, but his successors in Office, who he would prevent from stepping into that office with a vested right of £500 a year, a spirited debate followed in which a majority of the members took part, and the bill was finally passed, the blank being filled up with £250.

—This is the first dawn of the much-talked-of retrenchment and emanated from "an old Tory" as Mr. END termed himself.

Mr. TAYLOR immediately moved that the House go into committee on a Bill to repeal the 5th section of an Act relating to the salary of the Clerk of the Pleas, which was passed, and reported as agreed to without amendment. There was no objection offered to this Bill, which reduces the salary of the present incumbent to £500 a year, instead of £900, which he now receives.

On the 27th the House were occupied with a Bill to extend the Act relating to the St. John Water Company, after which the members speaking on the subject, progress was reported.

On the 28th.—The House went into Committee on a (Government) bill to consolidate the practice in the Courts, which passed, after some discussion.

We learn from the Correspondence of the Telegraph that Mr. Gilbert moved a Resolution for a select Committee to examine and report upon the returns from King's College, with a view to the abolition of that establishment. He stated that the College had proved a failure, as the Provincial and Civil List endowment amounted to £1000 sterling and £1100 currency a year, besides the revenue arising from the College lands; and all this now went to educate five students! He proposed that £50 each (£250 a year) should be appropriated to students, and a retiring allowance of £250 each be allowed the Professors, stated that a saving would still be effected to

the amount of £1600 for £ further proposed that the Buildings and the Lands, info, and applied to the Farm! Several Members enquired therefrom: Hon. the College Council would not, where in all prob would be brought up, as Member of the Governor his attention to it, with in some measure; he there the resolution be laid on the next.

On the 1st inst., on motion House went into committee a Bill to provide for the pairing the Roads and bridges of Grand Manan, which amendments.

Refusal of the BAN Legislative Council, on passed a bill brought in Crane, for the repeal of t

FIRE AT CALAIS.—W. "on Mills" at Calais, were Sunday morning last, gathered with a large quantity of shingles. Such was the fire spread, that in less than an hour, several do lat machines, several st

lumber &c., were destroyed by the fire. The fire was owned by Messrs J. and R. Whidden. Our was supposed to be the v

A large public meeting was held in the Court House at St. John, on Friday last, for the purpose of adopting measures for the construction of Railways in general, and the furtherance of the projected railroad from St. John to Shediac in particular. From the papers we learn, that at the meeting there appeared to be a unanimous feeling in favor of the immediate construction of Railways in the Province, as the best, and under existing circumstances, the only mode, in which the country could be raised from the extreme depression under which it now suffers, and an impetus given to its agriculture, trade, commerce, and fisheries. Delegates were appointed to urge the importance of this subject upon the Legislature, and use exertions to have the work commenced at the earliest moment. It was stated by one of the Speakers that the Province on its own guarantee, could borrow any reasonable sum, in London, at from 4 to 5 per cent to carry on public works. The 4th Resolution was lost, only three out of the large assembly supporting it. We have much pleasure in noticing that by the 11th resolution it was resolved, that the thanks of the people of this Province were due to Hon. Geo. R. Young, M. H. Perley, and John Wilson, Esquires, for their long and zealous endeavours to promote the construction of Railways in these Colonies. We hasten not to state, without fear of contradiction, that the worthy president of our Railway, John Wilson, Esquire, was not only the first to advocate the building of Railways in the Colonies, but has travelled further and spent more money, in acquiring a knowledge of the cost of construction, working, and management of Railways, than any other man in the Colonies, and this, at a loss of time and money—for which he has never received one shilling. We mention this, not with a view of drawing an invidious comparison, but as an act of justice to Mr. Wilson, whose zeal and untiring exertions, justly entitle him to the high compliment. We are indebted to the Courier for a copy of the

RESOLUTIONS.

Resolved, That the construction of Railroads throughout this Province is of essential importance to its future welfare and prosperity; and that it is desirable to impress upon the Legislature, now in Session, the absolute necessity of adopting such measures as will lead to the immediate commencement of such works.

Resolved, That in the opinion of this Meeting, no railway, for carrying on such undertaking, could be most easily procured, if the Legislature would not guarantee the Provincial credit for its repayment.

Resolved, That in the opinion of this Meeting, it is the duty of the Legislature to pledge the public credit for works of a re-productive character; and that the benefits resulting from Railroads throughout the Provinces would more than counterbalance the expenses of constructing them. And further Resolved, That in the opinion of this Meeting, such works would pay for themselves, and the Province would have all the benefits resulting from their construction, without having to bear any portion of the expense.

Resolved, That it is not for the interest of this Province to encourage a Railway between Quebec and Halifax in any other way than by granting the ungranted lands over which it must pass in its route.

Resolved, That the construction of Railroads in the Province, independently of other important advantages arising from them, will encourage agricultural pursuits and thereby develop one of the most important resources of this Colony.

Resolved, As the opinion of this Meeting, that a line of Railway from this City by way of Hampton Ferry, Sussex Vale and the Bend of the Petitcodiac, to the Harbour of Shediac, on the Gulf of St. Lawrence, would be of the greatest possible advantage to this City and the Province generally, by opening up new branches of trade and industry, and promoting the settlement of one of the finest portions of the Province.

Resolved, That in the opinion of this Meeting, no railway, for carrying on such undertaking, could be most easily procured, if the Legislature would not guarantee the Provincial credit for its repayment.

Resolved, That in the opinion of this Meeting, it is the duty of the Legislature to pledge the public credit for works of a re-productive character; and that the benefits resulting from Railroads throughout the Provinces would more than counterbalance the expenses of constructing them. And further Resolved, That in the opinion of this Meeting, such works would pay for themselves, and the Province would have all the benefits resulting from their construction, without having to bear any portion of the expense.

Resolved, That it is not for the interest of this Province to encourage a Railway between Quebec and Halifax in any other way than by granting the ungranted lands over which it must pass in its route.

Resolved, That the construction of Railroads in the Province, independently of other important advantages arising from them, will encourage agricultural pursuits and thereby develop one of the most important resources of this Colony.

Resolved, As the opinion of this Meeting, that a line of Railway from this City by way of Hampton Ferry, Sussex Vale and the Bend of the Petitcodiac, to the Harbour of Shediac, on the Gulf of St. Lawrence, would be of the greatest possible advantage to this City and the Province generally, by opening up new branches of trade and industry, and promoting the settlement of one of the finest portions of the Province.

Resolved, That in the opinion of this Meeting, no railway, for carrying on such undertaking, could be most easily procured, if the Legislature would not guarantee the Provincial credit for its repayment.

Resolved, That in the opinion of this Meeting, it is the duty of the Legislature to pledge the public credit for works of a re-productive character; and that the benefits resulting from Railroads throughout the Provinces would more than counterbalance the expenses of constructing them. And further Resolved, That in the opinion of this Meeting, such works would pay for themselves, and the Province would have all the benefits resulting from their construction, without having to bear any portion of the expense.

Resolved, That it is not for the interest of this Province to encourage a Railway between Quebec and Halifax in any other way than by granting the ungranted lands over which it must pass in its route.

Resolved, That the construction of Railroads in the Province, independently of other important advantages arising from them, will encourage agricultural pursuits and thereby develop one of the most important resources of this Colony.

Resolved, As the opinion of this Meeting, that a line of Railway from this City by way of Hampton Ferry, Sussex Vale and the Bend of the Petitcodiac, to the Harbour of Shediac, on the Gulf of St. Lawrence, would be of the greatest possible advantage to this City and the Province generally, by opening up new branches of trade and industry, and promoting the settlement of one of the finest portions of the Province.

Resolved, That in the opinion of this Meeting, no railway, for carrying on such undertaking, could be most easily procured, if the Legislature would not guarantee the Provincial credit for its repayment.

Resolved, That in the opinion of this Meeting, it is the duty of the Legislature to pledge the public credit for works of a re-productive character; and that the benefits resulting from Railroads throughout the Provinces would more than counterbalance the expenses of constructing them. And further Resolved, That in the opinion of this Meeting, such works would pay for themselves, and the Province would have all the benefits resulting from their construction, without having to bear any portion of the expense.

Resolved, That it is not for the interest of this Province to encourage a Railway between Quebec and Halifax in any other way than by granting the ungranted lands over which it must pass in its route.

Resolved, That the construction of Railroads in the Province, independently of other important advantages arising from them, will encourage agricultural pursuits and thereby develop one of the most important resources of this Colony.

Resolved, As the opinion of this Meeting, that a line of Railway from this City by way of Hampton Ferry, Sussex Vale and the Bend of the Petitcodiac, to the Harbour of Shediac, on the Gulf of St. Lawrence, would be of the greatest possible advantage to this City and the Province generally, by opening up new branches of trade and industry, and promoting the settlement of one of the finest portions of the Province.

Resolved, That in the opinion of this Meeting, no railway, for carrying on such undertaking, could be most easily procured, if the Legislature would not guarantee the Provincial credit for its repayment.

Resolved, That in the opinion of this Meeting, it is the duty of the Legislature to pledge the public credit for works of a re-productive character; and that the benefits resulting from Railroads throughout the Provinces would more than counterbalance the expenses of constructing them. And further Resolved, That in the opinion of this Meeting, such works would pay for themselves, and the Province would have all the benefits resulting from their construction, without having to bear any portion of the expense.