

# ST. JOHN'S CHRONICLE AND COLONIAL CONSERVATIVE

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## THE ST. JOHN'S CHRONICLE.

Published every Friday afternoon, by William H. Feltows & Co., in the Brick Building, of Messrs. L. L. Forster & Son, West side Prince William Street.

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## NORTH AMERICAN CLOTHING STORE.

Established in 1840. Sole Importers of the most fashionable and stylish goods, such as Broadcloths, Cassimeres, Docks, Tweeds, &c., from the most celebrated manufacturers in England and France. The stock is constantly replenished with the latest arrivals from the Continent, and is offered at the most reasonable prices. The store is situated in the most fashionable part of the city, and is well adapted for the display of the most elegant and useful articles.

## LIVERPOOL AND LONDON

Subscribed Capital, £1,500,000. Accumulated funds, £26,072 4 9. Total, £1,526,072 4 9.

The 18th Annual General Meeting of this Company was held at Liverpool on the 10th February last, when the following Report of the Business of the Company during the past year was submitted:

1853.	1852.
Receipts, £78,654 10 0	£113,612 10 0
Expenses, 28,540 10 0	22,846 10 0
Profit, £50,114 0 0	£90,766 0 0

## HOUSE OF ASSEMBLY.

Mr. Tilley said he rose thus early in the debate in order that he might pass some remarks on what fell from the hon. member for the County of St. John (Hon. Mr. Gray) yesterday. That honorable member had issued one of his principal objections to the course the Opposition were pursuing upon the assumption that the time of the country was improperly taken up when the country was suffering from the want of the Reciprocity Treaty. Now, he contended that this was the very time to test the question whether the country had confidence in the present Government. He (Mr. Tilley) was in the house in 1851, when the hon. and learned member for the County of St. John (Mr. Ritchie) moved an amendment to the Address, which he supported, and the objection then urged was, "Oh! you are interfering with the business of the session; turn out the Government, and there will be a dissolution, and the country will suffer." If it was proper to put the Government on their trial at any time during the four years the present House would probably exist, this was the very time. If they put it off until the general session in February, the Government would say, "Why did you not put us on our trial at the Special Session?" He looked upon this as the sophistry of a lawyer. The hon. member (Mr. Gray) had tried his best to make the people believe that the Government had been treated unfairly, and had told the house that he would appeal from "Philip to Philip's master," meaning the people. Now, he was ready for that appeal at any time, but he would not put it at a wrong position (hear, hear). The hon. member had said the Government were prejudiced—that they were condemned before they were tried, and much more of the same import; he had also stated that an unfair advantage had been taken of the young members, in inducing them to sign a pledge before they understood the question at issue. But when the hon. member argued on the other side of the question, he assumed that the character of the hon. Surveyor General was endorsed by the people of St. John, when he accepted office and went back to his constituents and was returned by a large majority. Now, mark the consistency of the hon. member's argument. It was based on the issue that the hon. Surveyor's character was endorsed by the people of St. John, but it was denied that the new members could know anything of politics until they came to the house. Now, if the new members, who probably had made politics their study for some years, knew nothing of the question at issue, how was it to be expected that the majority who returned the hon. Surveyor General in 1851, were better informed (hear, hear). In reference to the reciprocity treaty, he contended that the time was lost, as the hon. Calc. Cushing, Attorney General of the United States, had declared in his opinion that the Treaty could not go into operation until the assent of the four Colonies, and also of the Imperial Parliament were obtained; and as the Nova Scotian Legislature had not been called, and as the Imperial Parliament would not assemble for some time to come, no time was lost by the course the Opposition had pursued. The hon. member (Mr. Gray) had explained and defended the conduct of the Government in reference to Railways, and he would acknowledge that some hon. members of the Government had done all they could in furtherance of Railways; they had acted energetically, but he did not think they were wholly free from error. When the sum of £2,000,000 sterling was offered, under the guarantee of the Imperial Parliament, to construct the Halifax and Quebec Great Trunk Line, our Government had refused to accept it unless the Imperial guarantee was also extended to the European and North American lines; this was an opposition to the reciprocity treaty, which was not to be thought of. The honorable member (Mr. Gray) had spoken of the law reform as one of the Government's measures of progress. He had represented the condensed states as being so simplified that "he who runs may read," and that that could be understood. If the hon. member's objection to correct the people must very soon understand the law so well that there must be an end of litigation. If this view of the case was correct, the Provincial Secretary might say, "It is necessary to give that gentleman the book just issued from the press, and he would at once understand the business. Again, if the law were so simplified they might at once reduce the salaries of the Judges, as it was no longer necessary for a man to study for years before he could understand them. The hon. member had taken pains during the acquisition of the reciprocity treaty, but he had not done so in the same manner as the Journals of 1853, a joint address of the two Houses to Her Majesty on the subject of yielding up the fisheries for reciprocal trade, and in that address he found, after enumerating the articles to be mutually admitted duty free, the following passage:

"And also upon consideration that the American Government admit Colonial built ships to registry in American Ports, in the same manner and with the like privileges that American vessels are admitted to registry in any Port of the British Empire; and further that they permit the vessels of New Brunswick to trade and carry cargoes between the different States of the Union, as American ships are now permitted to trade between the Colonies, and between the United Kingdom and the Colonies; we would be willing to admit the American fishery to a free participation with British subjects in the in-shore and bay fisheries on the coast of New Brunswick, with permission to land upon the coast for the purpose of drying their nets and curing their fish." &c.

Mr. Smith said that it was a matter of course that the Government should be held responsible for the course they pursued. He contended that the Government were not to be held responsible for the course they pursued, unless they were shown to be guilty of some fault. He contended that the Government were not to be held responsible for the course they pursued, unless they were shown to be guilty of some fault. He contended that the Government were not to be held responsible for the course they pursued, unless they were shown to be guilty of some fault.

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