have raised the balance of the income, and gone on with the work; and what resulted it? Why, the people of the [illegible] held public meetings and petitioned the British Ministry against it; to their interference he ascribed the failure of the scheme. The whole arguments of the hon. members from the north were based upon the supposition that the question was merely a choice of two routes, one of them running north and the other south. But that was not the case; but the present plan was the ultimatum of the three Colonial Governments—the only plan they could agree upon—and the Legislature of this Province must [illegible]

shall we have a railway or not? (Hear, hear.)—For many years past the Legislature had been desirous to get a railway to Canada, and now, after much difficulty the British Government had consented to advance the money to build it. But as a preliminary step it was necessary that the three Colonies should be agreed upon some scheme.—Now, then, if they reject this scheme how would they get the money? But what could they do in the Legislature more than they had done? They had passed a Facility Bill; and they had offered bonusus in land, and still there was no Company going on. Then, he would ask, was it not desirable to unite the Colonies by a railway? If it was, they must embrace this scheme, for Canada would consent to no other. The next objection he should notice was that against the Government having the management of the railway. Hon. members called this a Responsible Government, but what were they responsible for so long as they were not trusted with any power? The Government had said "give us money and we will be responsible; give us the Initiation of money Grants if you wish to hold us responsible." "Bring down your measures, said the people: "bring down your railway scheme." They did so, and now, having done so, those who clamoured for it turn round and say "we will not trust any Government; we will not place the power in their hands." He would place the management of the road in the hands of the Government, if it were for nothing but this, that he might hold them responsible. He considered it perfect nonsense to say that the people could not hurl a Government from their seats when they do wrong. (The hon. member then took Mr. Archibald's propositions, commenting upon them, and denouncing them as absurd.) How after that could they have any hopes of a Company building the European and North American line. They had done all they could to induce a Company to go on with the work, there was no Company prepared to do it. Then as to the probability of this scheme succeeding; he considered that Lord Elgin being Governor General, had more influence with the British Government than the two Provinces together, and he had taken up this scheme in earnest. Earl Grey dared not refuse to give his assent to this scheme, for if there was aught calculated to make us anything but British Colonies it would be the refusal to aid us in building a railway to connect the three Provinces. He would ask hon. members if they wished to see this Province remain in its present state, isolated as it were, no proper means of communication with the other Colonies, while other countries were flourishing around us. If they wished that, let them vote against the present measure. But should the Bills pass he would not leave it to Mr. Hincks, or any person from Canada, to represent this Province in London. (Hear, hear.) He believed there were men in this Province just as capable as Mr. Hincks or Mr. Howe, if they once had field for their talents. He would called on to vote on this measure, and the question he had asked himself was, "is this a scheme that ought to be adopted by the House?" He believed that it was such a scheme, and would therefore give it his support.

Mr. English said the hon. members who had preceded him argued too much like lawyers, those on the Government side bringing forward everything they could in favour of the line, and in favour of railways in general, and those opposed to it bringing forward everything they could against it. Not one of them had ventured to look at both sides. He believed, from what he heard yesterday and to-day, that every hon. member who spoke was actuated more or less by sectional feelings. If the hon. and learned member from St. John (Hon. Mr. Gray) had been retained, he could have made just as good a speech against the Bill as he had made in favour of it, while the hon. and learned member from Restigouche (Mr. Barbarie) could have argued for the resolutions instead of against them. He thought the first question they ought to consider was this: What benefits should we derive from a railway through this Province? Well, it would in the first place raise the value of lands; then it would unite the Colonies; and there was another benefit, it would make us better known to the rest of the world. He was travelling once in the United States, and a gentleman asked him where he was from. He answered that he was from New Brunswick. "New Brunswick," said the other, "that's down in Maine, is it not?" He (Mr. English) said no, it was a British Province. "Oh!" said the questioner, "you mean Canada." He (Mr. English) said no, and repeated that it was a Province. "Well, then," said the other, "you must mean Nova Scotia." And it was some time before he (Mr. English) could convince him that there is a Province called New Brunswick. It made a man feel ashamed to find his country so little known. He thought that England, viewing this railway as a national subject of great importance ought to have built onethird of it. But she refused to build any of it, and would merely advance the money, holding us responsible for the whole cost, it was certainly our privilege to carry the line wherever we thought it would pay best. It would pay best where there were most people, as the way travel was the most profitable. The hon. member from Saint John was wrong in that he stated yesterday about the unsettled state of western New York at the time the Erie Canal was commenced. There were more towns and villages than there is now on the contemplated route of this railway in New-Brunswick, and more people. As to this line paying, we ought to take the number of people into account, with the amount each on the average would probably expend in a year, in railway travelling; and we had the experience of other countries to guide us. There were in Canada, to travel over this line, about 1,500,000 inhabitants, and in the United States the average amount expended in travelling on railways 2s. each. Then, in reference to the traffic; we should bring down from Canada on the railroad whatever flour and pork we might want for our own use. He did not think we should have any Canadian produce brought over this line for exportation. Supposing he was in Montreal and purchased ten thousand barrels of flour for exportation how would he go so work to get it to market? Supposing the Saint Lawrence and Atlantic Railways were completed, he would telegraph to Portland to his agent, and enquire if there was any ship there ready to take freight to England. Perhaps there would not be any; and in that case the agent could telegraph to Boston, where there were always vessels, and get one down to Portland in a day or so. Well, the cost of transmitting flour from Montreal to Portland would be 1s. 3d. per barrel, and the freight thence to Liverpool would be 1s. 6d. more, making 2s. 9d. per barrel from Montreal to Liverpool. Then, supposing this line constructed, St. John would be 600 miles distant from Montreal, and Halifax would be 800 miles from that city. Flour could not be conveyed from Montreal to Halifax by this line for less than 2s. 3d. per barrel, and he would ask if any one would expect a single barrel of flour to be carried over the line at that rate. Then from Lake Erie to Montreal was 600 miles more, while the distance from Dunkirk to New York by railway was but 475 miles. That was an excellent railway, on the broad gauge principle, and certainly the river would go that way. That line for nearly half the distance ran within seven or eight miles of our Provincial frontier. With respect to this line it would pay much better if carried near the American frontier, as it would then secure the trade of the American settlements also. He did not think the line would pay as a commercial concern; the great benefits to be derived would be in the increased value of the lands, the increase of population, and consequent increase of revenue. He was confident, however, that the snow would prevent the working of the line in the dead of the winter. Probably the line would be closed three months every winter as the cost of keeping it clear would be very great. He thought it would be a long time before the line would pay anything more than the working expenses. If he was certain that it would pay the interest after having been in operation twenty-five years, he would be satisfied. The indirect advantages must be placed as a set off against the interest the Province would likely be called on to pay for some years immediately following the construction of the road.

Saturday, Feb. 28.

Mr. English, on opening the debate this morning, said he would not have risen again had he not [illegible] could throw some light on the subject, he having travelled a great deal on railways. Should we build a railway and get it into successful operation, it would be a great boon to the country; but if they should get the money and squander it, and fail to complete the line, it would be ruinous, as we should have no railway, our credit would be gone, and the people would be burdened with the interest. He would set the hon. and learned member of the Government (hon. Mr. Gray) right in reference to the State of Illinois. That hon. gentleman had read extracts from a pamphlet describing the sources of wealth in Illinois. That pamphlet was written by a Mr. Ron- [illegible]

[illegible] miles. He was a shrewd Yankee, a speculator, and a large landowner, and of course if he could attract emigrants to that State it would enhance the value of his property. But what had Illinois done? Some fourteen years ago the railway fever was prevalent there, and they determined to borrow twenty millions of dollars and expend on railways. They went to work on two railways at once, and a Canal. One of them they never finished, and the other they did not carry through, but having as they thought finished a part of it they set the cars and the Locomotive at work; but they found the line so slightly and imperfectly built that it was not fit for use. The Canal was eventually finished. Thus matters stood. They had spent sixteen millions of dollars on those public works, and all but the canal proved a failure; they had no monies coming in, and the English capitalists began to press them for the money. They made short work of that, for they repudiated, and up to the present time they had neither paid anything, whether principal or interest. The canal was 106 miles in length, and passed through the prairie where the land was extremely rich. He had passed through it, and admired the rich quality of the soil; but he remarked that out of the large number of men who had had been employed excavating, he did not believe one hundred of them had settled there; they had gone elsewhere to seek for work. As to the railway they had attempted to work and failed, they had in an imperfect manner finished some forty or fifty miles; and there it lay for years with the wooden superstructure and the cars rotting. At length a company from one of the Atlantic cities offered to take it off the hands of the State, finish it, and run the cars through, if they State would give them all they had done.—This offer was accepted; the company went to work, took up all the wooden work and rails, and laid down new; completed the line through, and it is now in successful operation; but the Government lost every dollar they expended. A similar result befel the State of Michigan; the Government there attempted to build a railway from Detroit to the city of Michigan 200 miles in length. They negociated a loan, which they considered sufficient, and constructed the road about 150 miles, when they found their money all done, and their credit all gone, and they were obliged to stop. That road was also very bad; he had travelled on it, and they dared not travel over ten miles an hour. They did not lose all they had expended, but sold out to a company at a very low rate, and an immense sacrifice. The company laid down new superstructure, built new bridges, finished the line, and it is now doing well. These were the only two instances of the American State Governments attempting to build railways, and in both they had signally failed.

Mr. Williston said he felt extremely diffident in rising to speak on this subject, and he should not have risen but for the purpose of setting himself right before the country for the course he intended to take. It was an embarrassing question, and it must have been particularly so to the hon. Attorney General. That hon. gentleman must have known that the people of his county wanted a railway, and he also knew where they wanted it to go. When this question was mooted, then, he had but one alternative, and that was either to resign his seat in the Government or remain, and do the best he could under circumstances. He believed that the hon. Attorney General had done what he thought was proper, although he had not pursued the most popular course. He had chosen the course he thought was right, instead of seeking for popularity. (The hon. member then read several extracts from Major Robinson's Report.) Thus, it was seen that a practicable passage for a railway to Canada had been discovered, and they were yet to know that another passage could be found; no hon. member had as yet ventured to state that the present route was practicable. When Earl Grey offered to advance the money to build a railway to Canada, he based the offer on the supposition that the road could be applied to military purposes that they might be able to transport troops over the rails in the event of a war. That was the kind of road Earl Grey wanted. In the event of war the Americans would their railways and canals against the transport of British produce. That would be the time a railroad uniting the Colonies would be most wanted, and that would be the very time when the line projected would be of no use, as it would run so close to the American frontier. At a public meeting held in the county of Northumberland to take railway questions into consideration, it was resolved in favour of leaving the route undefined, and leave it to the Commissioners to decide. He thought the Government should have brought in a Bill based upon that principle, and not attempt to fix the route. He did not agree with what had fallen from the hon. and learned member from St. John (Hon. Mr. Gray), as to the United States joining England in the event of an European war; he thought it quite uncertain at what period we might find Great Britain and the United States at War. He was confident the British Government would never consent to advance the money to build this line, as it would not answer for military purposes, nor would it embrace the great object of emigration, which they had in view. Major Robinson had stated that the northern route was on the easiest grades of any railway in the world of the same distance. Mr. Wilkinson had stated that the Tobique could be crossed by a railway, but the grade for many miles would be at an ascent of forty nine feet on the mile. Major Robinson in his reply stated that an engine that would draw but thirty tons on an ascent of 49 feet to the mile, would haul 144 tons to an ascent of 30 feet to the mile.

His Honour the Speaker hoped hon. members would be a little more brief in their speeches. He had made up his mind to support the resolutions. He admired the anxiety of the hon. member for Saint John to carry out the wishes of his constituents by securing the construction of the European line, but he thought it better to secure this line first; the other would follow as a matter of course. This was a small Colony, very little known, and could not obtain a large sum of money on her own credit. When travelling in England once he was asked if New Brunswick was a large city, so little did they know about us. Some idea might be formed of our relative importance with populous countries by the fact that supposing this Province contained 250,000 it would only be equal to one parish in London—Marylebone. Canada was known in England as one of the most important of the British Colonies, and her assistance in getting this money was not to be lightly estimated. The hon. member from Kent (Mr. Cutler) had taken great pains to get up a case, and had even gone so far as to accuse the Canadian Delegation of using improper means to induce this Province to abandon the norther route; but the hon. member had nothing better to found this accusation upon than an election speech delivered in Canada. The hon. member also left it to be implied that the Executive Councillors of this Province had joined with the Canadians thus defeating the norther route. He saw no ground for this whatever. Railways were of the utmost importance to a country, and even when they do not pay the interest, they cause the country through which they pass to prosper. He should support the measure, and would have supported it were his residence in Restigouche instead of Westmorland.

Captain Robinson said his opinion had been much changed of late in reference to the Government building. He was one of the Directors of the St. Andrews and Quebec Railway Company, and he found the work had been much retarded by local jealousies. They had lately contracted with a party to complete the road to Woodstock, and no less than twelve anonymous letters had been received in consequence, abusing the Directors.—They knew now what the St. Andrews line would cost, and it would cost, and it would not exceed £3,500 per mile. He thought that another thousand pounds per mile, making £4,500, would build this line. Perhaps it was fortunate they had not commenced this line before, as it could be built twenty per cent cheaper now than a few years ago. He believed this line would pay, for besides the people and goods from the west that would pass over the line, mills would spring up on the streams in the vicinity of the line, and large quantities of lumber would be sawn and sent down to St. John for shipment. But even should it not pay all of the interest it would be a great boon to the country.—Why did the[illegible] construct great roads? It was to open up the forest and cause it to be settled, and for the benefit of the people. They did not look for it to pay directly, but indirectly; and thus it would be with a Government railway. As to emigration, it never entered into any one's head that the men employed building a railroad would settle the country, but make a railroad through settling lands, and it would induce a proper class of emigrants to come in and settle. He was glad that he was enabled to show the experience of a short line on our frontier. The Calais and Baring Railway paid last year ten and quarter per cent. He was sorry to hear an hon. member from the north attack the character of one of his own countrymen. Mr. [illegible]

acter as an Engineer, as the testimonials he had received would show; and as to English Engineers, no matter how clever they may be, not one of them was fit to explore the American forest without the assistance of an engineer who has resided long in America. To attack any professional man in the Legislature was calculated to injure him very seriously, and hon. members should be cautious. He (Capt. R.) was ready to support the Government in any feasible scheme to get a trunk railway laid down, and believing this scheme to be a feasible one he should support it. He was glad a southern route had been chosen, but if the northern line had been agreed upon he would have given it his support.

COMMUNICATION.

[FOR THE CHRONICLE.]

MR. EDITOR,—Some weeks ago, through your Journal, addressed the Rev. Mr. Wishart, requesting him to give us the spiritual interpretation, according to his views, of the Fourth Commandment in the Decalogue. He says he gave a reply to my request in the Communication No. 8, in the *Morning News*. I can find no such reply in that paper. His definition there of the Christian Sabbath is no answer whatever to my inquiry into the explanation he gives of the words of the Fourth Commandment, interpretated by the whole Israelitish nation in its literal and grammatical acceptation, as he cannot but acknowledge. I hope he will yet resolve to give us the hidden meaning so long unknown both to the Old and New Testament Churches, of this Commandment, so plain and perspicuous in its apparent sense.

I am perfectly ready to admit that Mr. Wishart justly lays claim to be a scholar and gentleman, but it does not at all thence follow that he is a man of sound judgement, and logical accuracy in his deductions. We know well that every gentleman and scholar is not, because he is such, a safeguide either in religion or philosophy. Mr. Wishart reproaches his opponents with the little effect their system of doctrines has upon the world; but, before such a charge could come with propriety from his pen, he should be able to show that his own theology has superior influence. Is his small congregation in the Mechanics' Institute, either in number or religious attainments any proof of this superiority. I trow not.

That Mr. Wishart is no safe guide in a matter of such infinite magnitude, is proven by the fact of his own often changed opinions on religious doctrines. He came to this Province deeply embued with the Free Will system, or Arminianism; subsequently he advanced into the doctrines of Free Grace or Calvinism; from thence, by what instrumentality I know not, deviated into ultra-Calvanism; and last of all into Antinomianism: and even here he is at variance with his brethren; for the regular Antinomians admit the obligation of the Decalogue on the whole human race, they themselves alone excepted, as they being the elect, as they suppose, the moral law has ceased to be binding on them. The Antinomians admit also the Protestant sacraments of Babtism and the Lord's supper into their system of worship. Mr. Wishart rejects both. I leave to the common sense of your readers whether such a changeable personage is trustworthy in matters of such extreme importance, without adverting to the fanciful and baseless fabric he has reared, in place of what all Christians have believed these eighteen hundred years past.

Yours, LYNX.

BROTHER JONATHAN ON OUR NATIONAL DEFENCES.

That beef-eating old coon, John Bull, is like to be in a fix. He had better look out for squals.—He has had fair warning. Shakespeare says there's a divinity that shapes our ends. That's how nature made the tail of the rattle-snake. He lets you know he's a coming your way, the rattle-snake does. He gives you notice to clear if he bites you after, it's your own fault. Just so with John Bull. If he's catched napping, he'll have nobody to blame but his own self. Nature is uniform. She hoists danger signals wherever there's danger. You may read'em if you've a mind to attend to 'em, which you had best have. Here's the French flag-a-flying at this moment with the Bonaparte Eagle upon it, larger than life. That's a danger signal to John Bull. It means the Empire over again. It's a sign that Louis Napoleon intends to play old Scratch *du coup*. Well, what will John Bull do if he is wise? In the first place, he will be civil anyhow you can fix it, he will loose money by quarrelling. What next?—Always supposing he's wise. Well, everybody best knows his own concerns. If he's a goney, what he'll do is as plain as a speck of white on a nigger. He'll continue to arm his troops with muskets that shoot any way but what they're pointed at He will persevere in mounting his dragoons upon old horses. He will persist in building ships that won't sail, and steamers that won't act; in victualling them with meat in a state of decomposition; in underpaying his sailors, and doing everything that lies in his power to drive all the best hands out of his navy. And he'll take particular care to leave the coast undefended in every spot likely to give an opening to Louis Napoleon in case that possum should ever feel inclined to try a *coup de France* on the British nation. He will believe such an outrage impossible. He will let himself be talked over by his easy friends, who persuade him not to think of such a thing. Oh yes! he'll trust that a loafer who only upsets the constitution of his own country, will stick at violating the law of nations. He'll rely on Louis Napoleon's honour, and his own good luck; he'll shut his eyes and stop his ears against every warning; he'll act like one of his own partridges that puts its head in a hole, and there stands, thinking himself in safety, because it sees no peril till presently down comes a poacher, and quietly puts a pinch of salt on its tail.—*Buffalo Stockdolager.*

DARESING STONE BY STEAM.—We paid a visit yesterday to the works of "The Empire Stone Dressing company" situated on the East River, between 28th and 29th streets, and covering forty-seven lots. The stone (mainly brown, from the Portland quarries, near Middletown, Conn.) is hoisted by steampower directly from the vessel in which it reaches our city, lowered upon a tramroad, and drawn into the shop, where it is fastened upon appropriate beds or carriages, and so drawn gradually under the cutters, which, in the most approved machines are four, revolving in a circle, and cutting away the stone to the depth, or more if required, at the rate of about two cubic feet per minute. We saw one face of a large block of stone (six feet by three) so cut smoothly by one of these machines in ten minutes with three men attending: it would have been hard work for two good stonecutters to do the same by hand in half a day. The cost of sharpening tools for cutting by hand is about a cent per square foot, while the cost of making and sharpening for the dressing machine is only about one-fourth as much. There are six machines employed in the Empire Works, and the number will doubtless be increased to twenty or thirty within a short time, as the demand for dressed building stone is practically unlimited. Each machine will dress from 300 to 500 feet per day, according to the width of the blocks. After dressing, the stone is very speedily polished and finished off by a different machine, in which the chips or dust made by cutting is used as scouring sand.

Two hundred men are employed in the Empire Works, most of them on fancy and ornamental stonecutting, to which no machine is yet adapted. It is quite likely, therefore, that the aggregate of labor employed in stonecutting will even be increased by the employment of machinery in the business, though so great was the hostility of the stone-cutters to its introduction (founded in apprehension that it would destroy their business) that the proprietors were obliged to engage fifty workmen in France and bring them over at a heavy expense; and thirty-six of these broke their contract and left directly. They soon came back, however, and have ever since worked for the Company, and the President of the first stone-cutters' meeting held to denounce the machine is now at work in the yard; and such is the celerity with which business is dispatched here, that a load of stone which left the quarry in Connecticut on Saturday night, was, on the following Tuesday, in good part delivered as the Fort, polished and ready to be used in the construction of the new Court House. We learned, incidentally, that the Empire Works are very profitable to the stockholders.

These Works have already very considerably cheapened cut stone in our City, and are destined to render its use still more general. Marble and other hard, fine grained stone may soon be rendered as cheap by it as granite or blown stone lately was; for, though the difference in cutting by hand is great, in cutting by steam it is not material. Thus more labor will be employed in stone-cutting than hitherto, because more can afford to build of stone; [illegible] of the roughest and cheapest stone will [illegible] use the finest and most costly, causing new quarries to be opened and old ones to be worked with greater energy. We suggest to those who contemplate building, a visit to the Empire Works aforesaid.—*N. Y. Tribune.*

The Chronicle.

Saint John, March 26, 1852.

CIVIC ELECTIONS.

The election of charter officers comes off on Tuesday the 6th proximo.

In *King's Ward*, we learn that Mr. John M. Walker opposes the present Alderman—Mr. Needham. We do not hear that the Councillor of this ward intends to resign, although he publicly promised to do so, *before* his election to the Legislature, asserting that the offices were incompatible.

Mr. R. Hannah will set up in opposition to Mr. Nowlin in *Queen's Ward*, and we hope he won't succeed, as a well tried servant and independant member like Mr. Nowlin, is worth a dozen of opponents, who merely promise to do good.

In *Duke's Ward*, Captain Joseph Stephenson, will contest Mr. Haggerty's seat. The last named gentleman has served the public so long, and so *disinterestedly* that we ought not trespass too much on his good nature, and should now permit him to enjoy his *otium cum dignitate* for the remainder of his days. The Captain is a man of property, firmness and spirit—three good qualities in the constitution of a public officer. We understand that John Johnston, Esquire, and his Worship the Mayor, will encounter "a passage of arms" on the eventful 6th, as they are both ambitious to fill the Alderman's office for this ward.

In *Sydney Ward*, we are not apprised that there will be any contest, therefore the corruptionists will have it their own way.

In *Guy's Ward*, Mr. John C. Littlehale will offer for the office of Alderman, and we are informed, without opposition. Frederick Coster, Jr. Esq., and Mr. David Allan both aspire to the office of Councillor of this ward.

In *Brooks Ward*, no change is anticipated at present.

MR. NEEDHAM'S ADDRESS ON MONDAY LAST.

Notwithstanding the most bitter asperities are created and frequently expressed, arising from a difference in opinion in regard to politics and other matters, which are continually disturbing the social compact, yet, there exists on the part of our countrymen an inherent love of fair play—a clear stage and no favour. For some time past, during the temporary absence of the "little Alderman," he has been attacked in a most cowardly and underhanded manner, by men who only a few weeks since praised him to his face, patted him on the back and said that "the very best was not good enough for him." And for what? Because Mr. Needham voted for the railway bill, and thereby incidentally sustained the Government! For this grave offence his *quondam* friends have eaten their own words, retracted every syllable of their nauseous adulations, and blazed away at the little man for the last two months, with all the acrimony and virulence, which characterise the most intense disappointment.

We are not aware that the old trick of posting up libellous handbills at two o'clock in the morning, was resorted to, but scurrility and slander were so very conspicuous, in the opposition prints, that disgust and supreme contempt for these cowardly assailants, were manifested in abundance.

The day of reckoning at length arrived, and on Monday last, a large concourse of people was assembled in front of the northern platform of the market house, when "the little Alderman" belaboured his enemies with no unsparing hand. He pointed out their gross inconsistencies of conduct and placed these gentry in so ridiculous a light as to secure at their expense, continued peels of loud laughter. Their tergiversations and contradictions were ably shewn up, and being well whipped, greatly to the delight of his auditors, the Alderman justified his own course, in regard to his vote in favour of the Halifax and Quebec railway, and shewed that it was imperative on two grounds, 1st. because 99 out of 100 of his constituents demanded it, and 2ndly, unless the scheme proposed by the Government is adopted, we shall have no railway at all. We trust that the constituency of King's ward will again sustain Mr. Needham at the next municipal election, and thereby disappoint the machinations of every enemy to the progress of our country.

THE PROTECTIVE POLICY.

We rejoice to find that our contemporary, the *New Brunswicker*, is at length coming round to our way of thinking, as appears abundantly evident in the last two numbers of that journal. We refer particularly to an editorial remark headed "The Protective policy," which precedes an article from the *Halifax Herald*, in the *New Brunswicker* of the 23rd instant; and to another editorial article in the same paper of Thursday, introducing some lengthy observations of the *Quebec Morning Chronicle*.

We entirely concur with our neighbour in the opinion expressed by him that "If the people of "these Colonies would depend more upon their own "exertions, and less upon the leniency or progres-"sive policy of their neighbours, it would no doubt "result advantageously to their best interests."

We have been dancing attendance at Washington for the last two or three sessions of the Federal legislature, vainly expecting the American people will do for us, what we have the power or ought to do for ourselves. How humiliating to see Colonists who have, or ought to have, the spirit and independent feeling of the people from whom they have sprung, thus cringing and craving, before a foreign government.

Since the establishment of the *Chronicle*, we have advocated the propriety of our own legislature taking the initiative in protecting ourselves, and it is with no ordinary pleasure that we can point to the instances where encouragement has been afforded to the advancement of home industry, as gratifying illustrations of its triumphant success.

Are candles, soap, and cut nails, we ask, dearer now than they were, when these articles were all imported? On the contrary, they have been for some time past, thrown into the market at a cheaper rate, than what we were subjected to for them to other countries.

If the man who cares not for his own household is set down as worse than an infidel, what must be the offence of the free trader, whose policy starves his countrymen, by annihilating all motives for the exercise of honest industry?

We hail with delight the new accession to the protection ranks, and trust that the assiduity of the *New Brunswicker*, in so good a cause, will be the means of promoting its full establishment, in lieu of the spurious and suicidal policy which compels us to send our money elsewhere, for what our people under a proper system, could provide in abundance.

LOYALTY.

We are enjoined by the highest authority, to "render unto Cæsar the things that are Cæsar's." Every subject, or citizen, whose life, liberty, and property are protected by the power which the government exercises, under which he lives, naturally owes allegiance to that government, and it is his duty to uphold it to the best of his ability. If unwise or inconvenient laws are enacted, we should recollect that a majority of the people were the direct means of producing this state of things, and [illegible] means of remedying the evil, of which they [illegible] present cause of complaint. One of our annexationist writers, is continually displaying an amazing quantity of ignorance, but this to us is no matter of surprise. He runs away with the vain and silly idea, that LOYALTY, under a government so perfectly free, as that under which we have the happiness to live, would imply passive obedience, and non-resistence under any circumstances. Such a person is unworthy of the name of a British subject, and of the glorious privileges which he can claim as his birth-right, and the sooner he "annexes" himself the better.

The right of remonstrance and of petition is secured to British subjects by the Constitution of their country, and the peculiar form of our government affords to the people an amazing amount of power, and all the influence which is absolutely necessary for the well being of society.

When the people of France in 1790, took the reins into their own hands, a Monarch and his Queen, and near two millions of people were murdered in cold blood. Even christianity itself was hooted and reviled at, and France *by law* became a nation of infidels! When the Chartists of England aimed at the subversion of the British government a few years ago, and Smith O'Brien tried his hand at a rebellion in the widow McCormack's cabbage garden, the tradesmen of London put down the first effort, and a dozen or two of policemen gave the finishing touch to an Irish rebellion.

So it ever will be, in Great Britain and in her Colonies likewise, and not to compare "tempests in tea pots" with things of some magnitude, the Annexationist scheme, which toook its rise some time in July or August 1850, was so heartily laughed at, that in twelve months afterwards, the annexationists themselves denied their own acts! Even a LOYAL laugh was two much for them. No wonder then they hate the very name of LOYALTY.

THE ARCTIC EXPEDITION OF 1852.—We perceive by our valued exchange, the *Army and Navy Register* of 1st. inst., that Commander Pullen formerly of H. M. Steamer *Columbia*, is to take charge of the *North Star*, in the expedition now fitting out in England, to proceed under the command of Sir Edward Belcher, C. B. (*a Nova Scotian*), in search of Sir John Franklin. The paper from which we take this information, expresses its firm conviction "that Sir John, and many of his brave companions "are still alive, and that the period is not far dis-"tant when they shall have to record the pleasing "intelligence of their return to England." We sincerely hope this may be the case.

ROYAL ARTILLERY BALL.—The Non-commissioned Officers and Gunners stationed in this Garrison, on Tuesday evening last, afforded to a large company of their numerous friends, an opportunity of meeting them at their quarters, and which proved very agreeable to the parties interested. These worthy Sons of Mars a short time since, issued cards to a goodly number of our fellow citizens, who with their wives, daughters, and female acquaintances, were present on the evening above named. Upon this festive occasion, "the light fantastic toe," was agreeably stimulated to the performance of its active duties by most excellent music, and dancing was kept up with much spirit, until an early hour on the following morning. The ball rooms were well appointed and decorated in that appropriate manner, which it is the peculiar province of military men to accomplish, and exhibiting in its details, an abundance of *esprit de corps*.

It was unanimously declared by the gratified guests, that a more delightful and better managed assembly they had never witnessed. Sergeant SIMS and Corporals MILLER and BOTTOS, richly earned for themselves the "golden opinions," which were loudly expressed in favor of their first rate management and polite attention.

It may not be out of place to remark, on the present occasion, that the Royal Artillery have always been great favorites in this Province. Indeed we feel well assured that the correct, orderly, and soldier-like deportment of this arm of the service, must ever command for it the good opinion of every community, in which its detachments may be stationed. We are desirous however, that our commendation may not be viewed in an invidious light, as we are well aware that a TRUE BRITISH SOLDIER, whether his uniform be of scarlet, blue or green, will always present a character, which must command the esteem and respect of every loyal subject.

THE HALIFAX AND QUEBEC RAILWAY.—We are glad to find that the few of our contemporaries who were so bitterly opposed to this measure a short time since have all—with one exception—dropped their opposition, and they are now *hors de combat*. With regard to the excepted case, the friends of the Railway are particularly fortunate, as it has so happened, that every measure of any consequence, which the excepted journal has advocated, has either never been realized, or has entirely failed in accomplishing the ends predicted for it. And again, the men or the schemes denounced by this self same erudite contemporary, have nearly always met with a triumphant success. So that to have one such enemy arrayed against us, may be looked upon as equivalent to the possession of at least a dozen of substantial friends. The Morning News is certainly entitled to a small weekly bonus, proportioned to the amount of its malefictions and the extent of its prophesies. If this *influential* print will only continue its opposition, the work is sure to go bravely on.

THE INTERNATIONAL JOURNAL.—We have received the fourth number of this newspaper. It is a rich filled sheet, abounding in matter of interest to the North American Colonist, whilst the language and general tone of the paper are conspicuous for the good feeling which they manifest towards British North America. It is published simultaneously, in New York and Boston weekly, at the very low price of $2 per annum. Mr. Ross, bookseller, Prince Wm. Street, is agent for this city.

CORPORATION REVENUE.—The following sources of Corporation Revenue were leased in public auction on Wednesday last, for one year from the 1st April:—

Market Slip and Wharves, £812; purchased by Mr. Forsyth. Union Street Slip, £19 10s, by Mr. J. McCarty. North Slip, £21 10s, by Mr. Williams. Lower Cove Slips, £35, by Mr. Dentinsky. Sheffield-street Slip, £15, by Mr. Peck. Carleton Slip, £3 5s, by Mr. Blizard. Canal-street Weighing Machine, £140, by Mr. McCulloch. North Slip dues, £35, by Mr. Gerow. Lower Cove ditto, £5 5s, by Mr. Trentowsky. Carleton ditto, £1, by Mr. Batsie. Anchorage, £477 5s, by Mr. McCarty. Hackwater, £215, by Mr. John Walker. Rodney Wharf, £61, by Mr. Sweeney.

CARLETON STEAM FERRY.—This source of revenue was sold at public auction, this day, at noon, by Mr. Crosby, for £2,670, being an advance of six *hundred pounds*, over the amount for which it was bid off last year.

We congratulate our fellow citizens upon this evidence of our local prosperity. It affords another contradiction to the obsolete cant about "ruin and decay."

☞ The *Morning Times* of Wednesday says—"It is gratifying to us to know that our efforts for the Halifax and Quebec Rmr via the Valley of the Saint John, though alone in our advocacy of that scheme for a time, have proved so successful, and have been looked upon so favorably by the citizens."

Now, it so happens, that we can turn to the *Chronicle* and shew where the scheme was advocated in our paper, *months before the first number Number of the Times was published.*

FIRE!—About 1 o'clock on Tuesday morning, [illegible] morning on Union Street, and there is sufficient supply of water could be obtained, the flames spread to the front buildings, destroying two owned Mr. John Jones, and one owned by Mr. B. Lingley, of Indian Town.

THE CLIMATE OF NEW BRUNSWICK.—Last evening, the Rev. L. W. D. GRAY favoured the Members of the Mechanics' Institute with an excellent popular lecture on this subject. Coming home to every one of us, it engaged, as might have been expected, the close attention of the respectable auditory who were present. The Rev. lecturer looked at each of the Seasons, beginning with Spring, and ending with Winter. He mentioned the astronomical allotment of months to each, but said that in actual fact, confirmed by experience, Summer in New Brunswick was the only season which was fairly entitled to its fourth part of the year, namely the months of June, July and August, and that Winter had transgressed its boundaries, taking in at its commencement the month of November, and including in its termination the month of March, leaving only two months to Spring and two to Autumn. The phenomena of the Seasons he treated in a philosophical, and explained in a popular manner, referring them to the wisdom and benevolence of the Creator, by which they were adapted to the peculiar wants of the soil and the necessities of man. The average temperature was given as found in the Thermometrical registers kept by our townsman, Mr. Gove, and by the College at Fredericton. The employment of *personification* in treating of the seasons and the occasional introduction of a choice poetic stanza from some of our well-known British Bards, removed all dryness from the lecture, and rendered it very pleasing; and the manner in which he dressed off our Winter, not only by comparing it with that of other countries, but by shewing its advantages, might, we conceive, have the effect of reconciling us to its length and some of its harsher features. The Doctor, in his conclusion, spoke of the probable amelioration of our climate; and regarded it as very improbable that any of the physical circumstances, such as latitude, solar declination, or continental situation, should be so altered as to produce any improvement, fairly inferred from the changes that have taken place in our parent Country since the days of Julius Cæsar, that the hewing down of our forests and the clearing and cultivation of the soil, will yet cause our prosperity yet unborn to rejoice in the possession of a winter less rigorous in its cold and less grasping in its extent. The lecture was well received,—and we would express our hope that the Rev. Doctor will not be reluctant in future seasons to give us some more of such refreshing and pleasing entertainments.—*Observer.*

At a meeting of the St. John Local Committee, appointed by the New Brunswick Society to promote its design of having a general Exhibition of the industry of the Province at Fredericton in October next, held in the Directors' Room of the Commercial Bank in this City, on the 18th inst,—

Mr. Justice Parker opened the proceedings of the Meeting by a brief explanation of the objects of the Society, and the part the Committee were called upon to undertake in forwarding those objects.

Whereupon it was moved by W. Jack, Esq., and unanimously Resolved, that Mr. Justice Parker be the Chairman of this Committee.

The following Resolutions were then severally proposed, seconded and unanimously adopted:—

Moved by R. Jardine, Esq., and seconded by Wm. Jack, Esq.—

Resolved, That the proposal of the New Brunswick Society to have a general Exhibition of the industry of the whole Province at Fredericton, in October next, meets with the cordial approval of this meeting, and that as a local committee for the City and County of St. John, we will endeavour to do our part to render the exhibition as complete and extensively beneficial to all parts of the Province as possible.

Moved by Dr. Paterson, and seconded by Mr. G. H. Lawrence—

Resolved, That a Sub-Committee of five members be appointed to make arrangements for the future proceedings of this Local Committee, and to distribute the various duties among Sub-Committees, with the names of such persons as may appear suitable therefor, and make report thereof at the next meeting; and that the following gentlemen do compose the Sub-Committee:—James R. Ruel, Thomas Allen, George H. Lawrence, Robert Jardine, and R. Foulis.

Moved by Wm. Jack, Esq., and seconded by Thomas Allan, Esq.—

Resolved, That in the opinion of this meeting, formed in a great measure from their experience derived from the Exhibition at the St. John Mechanics' Institute, it will be necessary for the successful undertaking of the proposed Provincial Exhibition, that a sum of not less than £500 be granted for that object by the Legislature.

Moved by Mr. Foulis, and seconded by Mr. G. H. Lawrence—

Resolved, That it be respectfully recommended to the New-Brunswick Society, as the opinion of the Local Committee, that in addition to the tent for the General Exhibition, there should be some more substantial and water-proof building, for the safe deposit of Pianofortes and other articles of Cabinet ware, Cutlery, and other works of art.

Moved by D. B. Stevens, Esq., and seconded by Thomas Allan, Esq.

Resolved, That the thanks of this meeting be respectfully tendered to Daniel J. McLaughlin, Esq., the President, and the directors of the Commercial Bank of New Brunswick, for their kind permission to use their room for the present meeting.

Moved by R. Jardine, Esq., and seconded by R. Foulis, Esq.—

Resolved, That James R. Ruel, Esq., and Robert Parker, Jr. Esquire, be requested to act as joint Secretaries of this Local Committee.

Moved by J. Ruel, Esq., and seconded by D. B. Stevens, Esq.—

Resolved, That the publishers of the City Newspapers be requested to favor the Committee by inserting the proceeding of this meeting.

DEATH OF SIR JOHN HARVEY.—A telegraphic despatch to the News Room yesterday, announces the death of His Excellency Lieut. General Sir John Harvey, K. C. B., K. C. H., Lieutenant Governor of Nova Scotia. This melancholy event took place at half past 11 o'clock. This gallant veteran entered the army in 1798, and served with distinction for a long period. He will be generally remembered in these Colonies, having at different periods been Governor of Prince Edward Island, New Brunswick, Newfoundland, and lastly of Nova Scotia, which latter appointment he held until his death. During the American war of 1812, Sir John served with distinction on the frontiers of Canada and New Brunswick, and in the battle of Stony Creek, where he commanded the British army, his prowess, gallant bearing and generous feelings won the warm admiration of G