St. John Chronicle.

AND COLONIAL CONSERVATIVE.

Volume XVI. Saint John, New-Brunswick, Friday, April 2, 1852. Number 30.

THE SAINT JOHN CHRONICLE,

Is published every Friday afternoon, by WILLIAM DURANT, at his Office in the Brick Building of L. H. Devebер & Son, west side Prince Wm. street.

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

TERMS OF THE CHRONICLE:—

12s. 6d. in Advance ;—$3 if not paid until the termination of the year;

But as the Proprietor intends to discontinue, as far as practicable, the *Credit system*, and stop the practice of making *good subscribers* contribute for those who *never pay*, he offers the following

Inducements for Clubbing,

By which means parties will be able to procure a valuable Family and Business Newspaper at a CHEAPER RATE than any heretofore offered in this Province. He proposes to send

For $10 IN ADVANCE, 5 copies of the Chronicle, *to one address*, to any part of this or the Sister Provinces, for One Year;

For $20 in advance, 11 copies for One Year;

For $40 in advance, 24 copies for One Year;

Mind! IN ADVANCE, and to one address.

☞ No paper discontinued until all arrearages are paid up, except at the discretion of the publisher.

All letters, orders, communications, &c., must be post paid, and addressed to

WILLIAM DURANT,
Chronicle Office, Saint John, N. B.

CHARLES W. STOCKTON,
Attorney & Barrister at Law,
PRINCE WILLIAM STREET,
ST. JOHN, N. B.

DOOLEY'S
Merchant's Exchange Hotel—Post Office Building,
State Street, BOSTON,
TERMS—ONE DOLLAR per day.

George Hutchinson,
SURGEON DENTIST——PETERS' STREET
[*opposite the residence of Dr. Paterson*]

MARINE AND FIRE INSURANCE.
TORONTO, C. W., AGENCY.
Apply to CHARLES L. STREET.
November 21. 6i

NOTICE.

THE Co-partnership heretofore existing between the undersigned, under the firm of SANCTON and BROWN, is dissolved.—All debts due to and from the concern, will be paid or received by JOHN BROWN. Dated 1st September, 1851.
HENRY P. SANCTON,
JOHN BROWN.

THE Subscriber having purchased Mr. Sancton's interest in the SOAP AND CANDLE MANUFACTORY, would respectfully inform his friends and the public, that he is now prepared to furnish all who may patronise him, with the manufactures above named, equal in quality, and on as good terms as any other Establishment in the City.—Having in his employ men, who, from long experience, thoroughly understand the business, he hopes, by strict attention, to merit a continuance of the liberal patronage heretofore received by the Establishment.
Sept. 6. JOHN BROWN.

HAMMOND RIVER HOUSE.

THE Subscriber grateful for past patronage from the Travelling community, begs to inform his friends and the public at large, that he has lately removed his establishment to the above House, 16 miles from this City, 1 mile North of Hammond River Bridge, where he is prepared to entertain Travellers at all times and seasons.

DINNERS, &c. &c., go up at shortest notice.

Constantly on hand, a choice supply of WINES, &c. &c.

Comfortable and commodious Stabling attached to the Premises, careful hostlers always in attendance. WASHINGTON ALDEN.
February 2, 1849.

GLASS'S HOTEL,
Gagetown.

THE Proprietor has recently put this Establishment in the most thorough and comfortable repair, and he is prepared to accommodate Travellers and Residents in the most satisfactory style.

Excellent stabling for Horses, and good attendance always on hand.
Gagetown, Dec. 1849. JAMES GLASS.

SOAP & CANDLE MANUFACTORY.
GEORGE WOODS
West side Water Street, between the Ferry Landing and Fish Market,
ST. JOHN, N. B.
August 29, 1851.

New-Brunswick
STEAM, SASH, DOOR, AND BLIND FACTORY,—*Harding Street, St. John.*

HAVING put up the best Machinery that can be procured for the manufacture of Doors, Sashes, inside and outside Blinds, Window Frames, Mouldings, and other kinds of Wood Work. I am prepared to furnish to any extent the best and cheapest article ever offered to the people of this Province.
May 9. JOHN E. TURNBULL.

JOHN BARRY,
Silver Smith, Jeweller & Engraver
North side of King Street, St. John, N. B., a few doors below the Waverley House.

KEEPS constantly on hand SILVER PLATE, WATCHES and JEWELLERY of the best description.

Having secured the services of Mr. DAVID WEST, from the Establishment of Mr. ROBERT ROSKELL, Chronometer and Patent Lever Finisher, Liverpool, flatters himself from the experience he has had in the above Establishment, that all orders entrusted to his care will be executed in a style equal to any house in *England*. June 6.

ROYAL MAIL STAGE,
BETWEEN
ST. JOHN AND FREDERICTON.

THE Subscribers respectfully inform their friends and the public that their Stage leaves the St. John Hotel and Waverley House EVERY MORNING (except Sunday) at six o'clock.

As their Stages and Horses, are of the best description, Passengers may depend upon being conveyed in an expeditious and comfortable manner, and they solicit from their friends and the public a continuance of the liberal patronage with which they have been so long favored.

[illegible]
JAMES & WM. BRADLEY.
November 28, 1851.

Insurance.
Mutual Insurance Company.

THIS Company is prepared to receive applications for Insurance against FIRE upon Buildings and other Property, at the Office of the subscriber. I. WOODWARD.

LIVERPOOL AND LONDON
Fire and Life Insurance Company,
[*Established in* 1836.]

Capital £2,000,000—in shares of Twenty Pounds.

THE Stockholders of this Company are responsible to the full extent of their property for the liabilities of the Company.

The undersigned hereby notifies the Public of New-Brunswick that the above-named Company have empowered him, by a full and ample Power of Attorney, to open an Office in the City of Saint John, for the Insurance of PROPERTY against loss or damage by FIRE, in any part of the Province, and to sign and issue Policies in the name of the Company; and that in virtue of the power vested in him by the said Power of Attorney, he has appointed Mr. ADAM JACK to act as Agent for the said Company, in the receiving of proposals for Insurance, and the inspection of premises proposed for Insurance, and all other the usual duties of an Agent; and to collect and receive the amount of premium on any policy issued by the undersigned in the name of the said Company, or for the renewal of the same.

The Deed of settlement, and the supplemental Deed of settlement, lies with Mr. JACK, at the Office of the *New Brunswick Marine Assurance Company*, also the pamphlets issued by the office at Liverpool, affording ample details of the mode of transacting business by the Company.

The rates of premium will be as low as any other respectable Company, and the undersigned trusts a fair portion of public patronage will be accorded to the Company.

Losses not exceeding £500 will be settled without referring to the head Office at Liverpool.
EDWARD ALLISON.
Dated at St. John, N. B., 4th August, 1851.

Provincial, Mutual and General Insurance Company.
Established under the Act of Parliament at Toronto, C. W.
CAPITAL £100,000.

THE STOCK of this Company is divided into the Mutual and Proprietary, each branch being kept entirely distinct, and liable only for its own losses.

In the Proprietary Branch, Policies are issued in the usual way on Ocean and Inland Marine Risks, and on Fire Risks in Cities and Villages. In the Mutual Branch, Policies are issued on Country or Farmers' Risks only, covering losses from Fire or Lightning the insured giving a Premium Note and a small sum in cash; these Policies run from one to five years.

Local Directors for New-Brunswick;
W. H. STREET, ISAAC WOODWARD, and CHARLES McLAUCHLAN.

The Security which this Company affords is undoubted and the Premiums will in all cases be as moderate as may be consistent with safety.

All Notes and Cash Funds accumulating at this Agency will be retained and deposited at the Bank of British North America.

All losses will be adjusted and promptly paid in St. John, without referring to Toronto; and, in case of dispute, the Company consent to actions being brought in this Province.

Forms of Application and Enquiries answered at the Office, Prince William Street, St. John.
CHARLES L. STREET.
Sept. 19.—6m.

National Loan Fund
LIFE ASSURANCE SOCIETY of London.
EMPOWERED BY ACT OF PARLIAMENT.
Capital, £500,000 sterling.
Exclusive of a Reserved Fund (Surplus Premiums) of £51,000 sterling.

BOARD OF LOCAL DIRECTORS AT ST. JOHN, N. B.
(Office Nelson street.)
ROBERT F. HAZEN, *Chairman.*
Edward Allison, Esq. William Wright, Esq.
John H. Gray, Esq.
Medical Examiner.—Wm. Bayard, Esq., M. D.

Advantages offered by this Society.

PERFECT SECURITY, arising from a large Capital totally independent of the Premium Fund.

LOANS.—Two thirds of the Annual Premiums paid, or half the Premiums for the first five years, which half may remain on interest, to be deducted from the amount of the Policy at the death of the insured.

LOW RATES OF PREMIUM.—The rates of Premium are as low as any society of equal standing.

DIVISIONS OF PROFITS.—The Bonus' in the Society are declared annually, and each year the Assured has the option of receiving the profits in Cash in reduction of Premium, or in addition to the sum insured.—The Bonus' are permanent.

Premiums may be paid Annually, Half-Yearly, or Quarterly.

Insurance may be effected for one year, for five years, or for life, with or without participation in the profits of the society.

A liberal allowance for the surrender of policies.

Every information to the Society's Rates of Premium, mode of Insurance, and blank forms of application, may be had at the Office of the subscribers, or of the sub-Agents, who have Pamphlets for gratuitous distribution, and all documents required for effecting Insurance.

CALIFORNIA.—Parties proceeding to California can effect insurance on liberal terms.

SUB-AGENTS FOR NEW BRUNSWICK.
Bathurst: Theophilus Desbrisay, Esq.
Chatham: William Carman, junior, Esq.
Dorchester: Albert J. Smith, Esquire.
Dalhousie: William S. Smith, Esq.
Fredericton: J. Henry Phair, Esq.
Hampton: Samuel Hallett, Esq.
Hopewell: Thomas B. Moore, Esq.
Monkton (the Bend) Bliss Botsford, Esq.
Newcastle: Edward Williston, Esq.
Richibucto: William Bowser, Esq.
St. Andrews: George D. Street, Esq.
St. Stephens: W. T. Rose, Esq.
Shediac and Cocagne: Richard C. Scovil, Esq.
Woodstock: James Robertson, Esq.
WILLIAM J. STARR,
February, 1850. *Manager, St. John, N. B.*

CITY BOOT AND SHOE STORE.

JUST received per 'Coila' and steamer 'Creole,' 16 CASES, consisting of—Women's strap and lace Boots; Men's calf Shoes at all prices that may be required; [illegible] a good article; Ladies, Jenny Lind [illegible] a large assortment Boys and Youths Boots and Brogans; Men's Calf Kip Boots, in all prices. [illegible]—A large supply of English, American, and Domestic Manufactures, which the Subscriber offers low [illegible] [illegible] Store. (Aug. 1.) NATHANIEL ADAMS.

POETRY.

Lines by Milton in his Old Age.

This sublime and affecting production was but lately discovered among the remains of our great epic poet,—and is published in the recent Oxford edition of Milton's Works.

I am old and blind!
Men point at me as smitten by God's frown;
Afflicted and deserted of my kind:
Yet I am not cast down.

I am weak, yet strong;
I murmur not that I no longer see:
Poor, old and helpless, I the more belong,
Father Supreme! to Thee.

O merciful One!
When men are farthest, then Thou art most near,
When friends pass by, my weakness shun,
Thy Chariot I hear.

Thy glorious face
Is leaning towards me; and its holy light
Shines in upon my lonely dwelling place,
And there is no more night.

On my bended knee,
I recognise thy purpose, clearly shown;
My vision Thou hast dimm'd that I may see
Thyself—Thyself alone.

I have nought to fear:
This darkness is the shadow of thy wing:
Beneath it I am almost sacred: here
Can come no evil thing.

O! I seem to stand
Trembling, where foot of mortal ne'er hath been,
Wrapp'd in the radiance of thy sinless land,
Which eye hath never seen.

Visions come and go:
Shapes of resplendant beauty round me throng:
From angel's lips seem to fear the flow
Of soft and holy song.

It is nothing now,
When heaven is opening on my sightless eyes,
When airs from Paradise refresh my brow
The earth in darkness lies.

In a purer clime
My being fills with rapture—waves of thought
Roll in upon my spirit—strains sublime
Break over me unsought.

Give me now my lyre!
I feel the stirring of a gift divine,
Within my bosom glowes unearthly fire,
Lit by no skill of mine.

CHURCHYARD MEMORIALS.

It is scarcely possible to walk through a churchyard without feeling the importance of inducing the selection of proper sepulchral memorials and epitaphs. There has been melancholy work done both in the churches and the open grounds; in the former positive damage to some of the finest buildings, and in the latter opportunities for useful teaching not merely missed, but so used as to do mischief and give pain. Since Dr. Markland published his excellent "Remarks on English Churches and on the expediency of rendering Sepulchral Memorials subservient to Pious and Christian Uses," a correcter feeling on the subject has become more general than it was, though we still too often see the walls of our churches plastered with

——"Mural Monuments, every size,
That woe could wish, or vanity devise."

We once met with an epitaph as nearly as we can remember like the following:—

"Underneath this ancient pew
Lie the remains of Jonathan Blue:
His name was *Black*, but that wouldn't do."

That any man could have set to work to cut this deliberately into stone, letter by letter, is surprising, but that his courage lasted him out is more so. What shall we say, too, to this at Winchester, put up at the end of the last century:—

"Here sleeps in peace a Hampshire grenadier,
Who caught his death by drinking cold small beer.
Soldiers, be wise from his untimely fall,
And when ye're hot, drink *strong*, or none at all."

"Affliction sore
Long time I bore," &c.,

so often met with, and such as

"Here I lie, no wonder I'm dead,
For the wheel of a waggon went over my head."

seem inoffensive after such ribaldry; and one can almost excuse, on the ground of its purpose, the American tombstone, which is inscribed,—

"Sacred to the remains of Jonathan Thompson, a pious Christian, and an affectionate husband.—His disconsolate widow continues to carry on the tripe and trotter business at the same place as before her bereavement."

As a contribution towards the improvement of our rural churchyards a small volume has been recently published by the Rev. W. Hastings Kelke, Rector of Drayton Beauchamp. It is entitled "The Churchyard Manual," and contains, with remarks on churchyards, showing the importance of giving them a true Christian character, a collection of 501 epitaphs, not all such as we would choose, but mostly good, and many excellent. An epitaph should be "simple, monitory, scriptural," —the "epitome of a sermon teaching the most useful truths in the most comprehensible form." "An epitaph" says Wordsworth, "is not a proud writing shut up for the studious: it is exposed to all, to the wise and the most ignorant: it is condescending, perspicuous, and lovingly solicits regard: its story and admonitions are brief, that the thoughtless, the busy, and indolent may not be deterred, nor the impatient tired: the stooping old man cons the engraven record like a second horn book: the child is proud that he can read it: and the stranger is introduced by its mediation to the company of a friend: it is concerning all, and for all:—in the churchyard it is open to the day: the sun looks down upon the stone, and the rains of heaven beat against it."

It is not an easy matter to write a good epitaph. "Dear little child," at Westminster, and *Miserrimus*, at Worcester, are touching brevities, not without useful suggestiveness.

Wordsworth, who wrote a charming essay upon epitaphs, has received one which does not seem to us satisfactory.

"To the Memory of William Wordsworth, a true philosopher and poet, by the special gift and calling of Almighty God, whether he discoursed on man or nature, failed not to lift up the heart to holy things. Tired not of maintaining the cause of the poor and simple; and so in perilous times, was raised up to be a chief minister, not only of the noblest poesy, but of high and sacred truth. The memorial is placed here by his friends and neighbours in testimony of respect, affection, and gratitude."

"Some monuments are covered with such extraordinary epitaphs," says Addison, "that if it were possible for the dead person to become acquainted with them he would blush at the praises which his friends have bestowed upon him." Who does not remember the inquiry of the little girl while walking through a churchyard,—"Mamma, where are the naughty people buried?"

Mr. Kelke has illustrated his book with several sketches of simple sepulchral memorials contributed by architects (Mr. Scott and Mr. Salter).—*The Builder.*

Inconsistency on the schemes of life which offer themselves to our choice, and inconstancy in pursuing them, are the greatest and most universal causes of all our disquiet and unhappiness.

THE FARMER.

POTATO ROT.

Mr. DeRottermund has recently published, in the *Minerve*, a statement respecting this plague, and what he believes to be a cure for it, supporting his opinion by the fact that, by his plan he succeeded last year in saving 42 minots of potatoes. He says "the potato rot proceeds from two causes—the first, the electric state of the atmosphere, under the influence of the temperature and hygrometry of the air, acting directly upon the exterior organs of the plants, and on the coloring matter which serves the plants to respire and absorb the gases, as well as to receive the action of the solar and atmospheric fluids." The plant having thus changed the nature of its primitive organs, elaborates juice no longer limpid, but more or less sticky, of olive green or olive brown color, according to its age. The disorganization of the coloring matter, as well as of the organs of exterior tissues, takes place on the stalk and branches at different heights, and these last become clogged with a kind of viscid juice of a yellowish or dirty green color, to which is owing the disagreeable odour which is perceptible in the plant completely under the influence of the disease. The healthy sap can no longer be elaborated, and finally, a hollow tube is formed in the centre of the stem, by which the sap, in a completely altered condition, descends and attacks the set, which then communicates the disease to all the roots. The second cause may be found in the too general use of fresh and unfermented manure which, in consequence of its fermentation below the surface, operating irregularly by alkalies and acids of some strength, acting on certain parts of the enfeebled organs of the plant under the influence of electrical action, favours the formation of this kind of sap, which corrodes the tubercules."

After showing the probability of this latter cause Mr. DeRottermund goes on to say—

"The first sign of the disease is the change of the coloring matter; and the more the disease increases, the more does the stem become yellow, with brown spots, the leaves black and withered, the tube meantime goes through the entire stem to the root, and the viscid matter is already, perhaps, at the root of the plant. In this case, it is useless to hope to save the tubercules from complete destruction, for the set will have been already spoiled, and will have passed the germ of the disease to all the young tubercules, which may be marked by black spots in their insides. But my opinion is, that the tubercules so attacked may serve for seed, and produce healthy potatoes, provided in sowing them the precaution is taken of cutting out the injured part, which, if left would destroy the envelope in which is lodged the fecula, which has to be changed into the nutritive principle of the plant, and which being unable to produce any new germ would destroy the rest of the individual potato. I should, therefore, recommend to persons having their potatoes attached, to cut away the sick part, and to sow them immediately in land well prepared, in a pit, to the depth of not more than three inches, and I am convinced that the next year they would have as good a crop as usual. If the winter were severe without snow, the potatoes should be covered with manure, no matter of what quality, green or old. This plan would save the trouble of storing in cellars, potatoes which cannot be saved, and which are not even fit for the support of cattle. As I have already stated, I this year tried the experiment with 42 minots of seed, and then they were taken up, there were many plants with as many as thirty-nine healthy tubers, while some others, treated in the usual manner, gave nothing but rotten and weakly potatoes. If green manure be used, the tubers ought to be placed at least 4 or 5 inches below it, and not in direct contact, and the whole lightly covered with earth; and the contact of the manure with the stems ought to be guarded against as much as possible in earthing up. Generally the germs have already sprouted when potatoes are planted. These ought to be taken out with the exception of two or three, for too great a number weakens the potato. As soon as the leaves of the plant appear to be discolored, the stems should be mown within four or five inches of the earth, for if this operation be deferred only for a few days, the root becomes spoiled, and the whole crop is hazarded. It the smallest quantity of the diseased matter has time to descend to the set, it is just as well to let them alone, for the disease is then at the root. This mowing does not influence the size of the potato, if the land is well prepared. It is an error to suppose that the more manure is used, the more profit accrues; an excessive quantity is as hurtful as its total absence. I have remarked on my land places where the plants above ground were in the highest beauty, and yet there were no tubers: and this was always where there was an excess of manure left in carting.

MORE WORK TO BE DONE.

The Spring is more forward than usual, and therefore extra diligence will be necessary.

In the early part of this month, pastures should be attended to. Do not pasture cattle until the grass has some growth, or the yield of the season will be less.

Clean and whitewash cellars, and distribute charcoal dust and plaster of paris about your hog-pens, stables, &c., and remove all putrescent and unwholesome substances. The charcoal dust and plaster of paris will absorb all deleterious gases as given off from vegetable and other matters undergoing decay.

"Plant Indian corn as soon as the leaves are as large as a mouse's ear." This is an old and safe adage, but we should advise that some be planted earlier, either broad-cast or thickly in rows, for soiling cattle with the stalks. Peas, oats and buck-wheat, as well as Indian corn, should be soaked in water, and then rolled in plaster bfore planting. Plant potatoes for your principal crop, if not previously done. Those planted early are less subject to be diseased. If you have land thoroughly prepared and well subsoiled, sow *lucern*, this crop will be found very profitable for those who soil cattle, as it may be cut four times during the summer. If the soil be not deeply disintegraed lucern cannot succeed, as it is a deep-rooted plant and fails as soon as the ends of the roots reach a cold and compact sub-soil.

Attend to insects, and read articles on caterpillers, and modes of destroying them. If you have used six bushels of salt per acre on your winter fallows and grass lands, but few insects will annoy you, other than those which harbor in trees, &c., and where, salt has been used but few weeds will be found. Cleanse the bark of your fruit trees.

Secure manure from the influence of sun and rain, as fast as made. Place them under cover, if practicable, and augment their quantity by admixture of muck, pond mud, or even head-lands, as during the warm weather stable manure decomposes rapidly, and gives off large quantities of ammonia, which should be received by such materials as are capable of retaining it. When muck cannot be had, cover the top of the heaps with charcoal or plaster of paris.

If you have hog-pen manure which is free from log stuffs, mix it with charcoal dust under a shed, and by turning it occasionally, it will become pulverulent in time to sow with turnips, for which use it is equal to ground bones, and at less than one-third the cost. Dress corn and potatoes thoroughly, and if horn shavings can be had, apply them to corn in the hill; no manure is more safe and effective for this use. Should potatoes now show vigor, use guano, (Peruvian,) diluted with 100 times its bulk of charcoal dust, or well decomposed peat, in the hills at the time of hoeing or cultivating, using a small handful to each hill.

Save soap-suds for fruit trees, both as a wash and as manure.

If you have salt meadows, ditch them, and the muck dug out will be ready for mixing in compost in October and November.—*Working Farmer.*

PROVINCIAL LEGISLATURE.

(*From the Loyalist.*)

HOUSE OF ASSEMBLY.

FREDERICTON, *Friday*, Feb. 28.

RAILWAY DEBATE.

(*Continued from our last.*)

Mr. J. M. Johnston denied that he had made any charge of incompetency against Mr. Wilkinson; he had only urged on the house the propriety of having Major Robinson's reply to Mr. Wilkinson's strictures on his report published for the information of the members. The hon. member was proceeding to speak of the comparative position of Messrs. Robinson and Wilkinson, when

Mr. Wilmot explained the mode in which Mr. W. had been employed as assistant to Major Robinson, and that he was not a common Land Surveyor.

Mr. J. M. Johnson denied that he had any wish to detract from Mr. Wilkinson's capability, only if he were as capable a man as Major R. then the local government acted very foolishly in sending home and getting Major R. to come out at an expense; his sole object being that the reply of Major R. should be published; he would now come to the question of the day. How it happened that the Attorney General, the member for St. John, and the hon. Speaker all deprecated local feeling when they had heard no expression of such feeling unless it were to put down any such feeling in the men of the north, and rouse it in those from the south; had he (Mr. J) property in any county to the value of fifteen or twenty thousand pounds through which the railroad should pass, he might determine to have the railroad even at the risk of ruining the Province. If the Government intended to act fairly, to have the question of railways discussed without any local feelings being brought to bear, then they would have brought up the question without fixing any precise route, but leaving it open to fix on that which may prove most advantageous to the Province. But if the Government only desired to get the scheme adopted merely for the sake of getting the management of two millions of money then they did well introducing these local feelings. The Government cared little what members supposed them, provided they got a majority, and they chose the present line which would secure them 29 votes. If the Attorney General determined to fall in with the scheme which he must know was not approved of by his constituents he could at least have spared their feelings; he now told them that this line is best, then he must have been actuated by local feelings when he supported the northern line. As so many arguments had been used to show that this road will pay, it became necessary for him to say something in reply. If, as the hon. member for St. John said and had shown by his figures, this line would pay so well, then it was very foolish to allow Canada to build any of it, as it would be so profitable. The cost of the roads in the United States should not be taken as the basis of any calculations to be made on the cost of this line. Then taking the first cost of the lines put altogether it may not average over £6000, yet then many of the lines are laid down at first in a very singular manner with iron which is taken up in three years. The hon. members had taken up his observation about the expense of a canal, but this bore no comparison to the expenses of a Railway. The working expenses on the best paying lines in the United States is 35 per cent., then on lines when the traffic is small the working expenses may be 123 per cent. The difficulty of the grades adds materially to this. Major Robinson calculated that a train of 101 tons could be run on the Northern line while the average in the United States is only 50 tons to the train. It was often said that Earl Grey knows little of the Province, but it is equally true that one side of the Province knows as little of the other.—The hon. member read extracts from St. John papers to prove how little is known of the eastern section of the Province. Mr. Wilkinson also speaks of the gullies and ravines on that line, when he was never on the ground. Major Robinson speaks favourably of Mr. Wilkinson as a surveyor, but does not think so much of him as an engineer.—The hon. member then read from Major Robinson's reply to Mr. Wilkinson, and Mr. Grant's report to show the difficulties of the valley route, caused by the chain of mountains at the Tobique, extending across, &c. &c. In New Brunswick there are only two rivers running north and south. The main river, St. John, runs through land of such a character that no one can imagine that a road could follow its course. By the south branch of the Miramichi and the valley of the Metapediac, the high lands were evaded and an easy route is offered.—But he thought it was a question whether they should build a highway where they already have a great natural highway, or in that part of the Province where they have no such natural highway: he would rather see a line of railroad connecting the North with St. John, than any line extending to Canada and Nova Scotia, for they had, within themselves all the resources and means of trade.—(Hon. Mr. Gray—We cannot get the money for it.) And when can we get it if not now, when we have the Canadians and Nova Scotians with us. Could they not say to the British Government—you want a military road, we want one for our commercial purposes; and did they not think they would get it, or that if they built this line to any part of the Canadian Frontier, that Canada would not meet them there, when they want an Atlantic port.—But not only must this Province build the line where Canada choses, but also must build the proportion she fixes; and when Canada provided that the money for her internal road is still to be got, why should our Government not insist on retaining their part of the original contract. What would be the effect of bringing the line by the present route? Would it not give the trade of the Upper Saint John to Quebec? Talk of improving Fredericton by such a road? the people of Fredericton and the Agriculturists would soon feel the effects of this road on their business. The effect of railroads is to equalise the value of produce all over the country and to centralise business; he spoke of the effect that would follow the construction of the road in a country where there is room for two millions of settlers, one of which would be to lessen the influence the expenditure of this money may give the Government, for that influence must be lessened by the increase of population. The hon. member then read Mr. Hawes' letter, and said the construction put on it by all the Governments, was that Major Robinson's was the line spoken of—threw the blame of the failure on the Canadian Government, and asserted that there was nothing to show that Earl Grey would consent to the proposition now before them; he asserted that this proposition would not be assented to at the Colonial Office, because the object for which the terms were offered would not be carried out by this road. The offer was made to carry out a national undertaking, to obtain a road for military purposes and open up a country for the settlement of their redundant population. They were told the opposition to this project arose from the Annexationists. It was an odd way to prevent Annexation to run such an iron barrier as this between the two countries; he (Mr. J.) knew of no Annexationists, and believed that there was only one Annexationist resolution proposed in this Province; he argued at length on the probabilities of war, in which contingency this road would be useless, and thought there could be no question that the Northern line would be less liable to attack and demolition. It could not be argued that it would be as much exposed where it ran for a few lines near the Frontier, as where it ran along the Frontier for the whole six hundred miles. Neither would the present route open up a country for purposes of emigration. They were told at a public meeting a few nights before that they had 11,000,000 acres of ungranted lands but was it along this line or along the Northern line. The hon. members then pointed out that this land lay chiefly in Northumberland, Gloucester and Restigouche, and the great agricultural capabilities of the county of Northumberland having tripled the amount of produce within a few years. The hon. member then returning to the resolutions asked what was the opinion of the Government last year; he read the declaration in the speech of last year from the throne, the opinion expressed by the Attorney General in his exposition made after his return from the election after his appointment, in which he declared himself opposed to a Government undertaking railroads. Mr. Grey's resolution of last Session, and his speech on that occasion in which he declared that he never could assent to the conditions contained in Mr. Hawes's letter—the imposition of permanent taxes, and the appointment of British Commissioners; he asked in what those conditions had changed, and had they remained the same. The hon. member had a right to change his opinions, but they had a right to expect that he could show good reasons for doing so.—The Attorney General in his exposition had declared that he would not consent to take stock as a Government, but he afterwards came round and consented to take £250,000 stock, but only because the amount was fixed and limited, and now what did he ask the Province to do? to undertake this whole work and all the risk. They were told that the road would cost only £1,600,000, but he told them it would be £2,000,000, and the interest, instead of £56,000 would be when the rate of exchange was added £75,000. Thus had the Attorney General advanced from total opposition to Government interference, to taking £250,000 stock in one Session, and to undertake a liability of £2,000,000 in one year. The hon. member then read the names of those who supported the resolutions, including the hon. Mr. Partelow, and asked, where now is that majority? Why have they changed their opinions? Because then the line was thought to be the Northern line, but now it is by the valley of St. John. Where then were they to look for local feelings. True, this scheme was in the face of the enunciation of the Attorney General, the resolution and opinions of the hon. Mr. Gray, and the vote of the hon. Provincial Secretary.—Why then they had changed? Referring to the Memorandum of August 1st, and the going into the Government of Messrs. Gray and Wilmot, he said this showed who were the dogs in the manger, they would not consent to take the northern line without the Portland line. But where are they now? Why did they not secure the construction of this line? If Canada could secure the money to build the extension to Montreal, surely this Province could equally well secure the completion of the Portland line. If they insisted on this, it could not be refused, for if England is to retain the Provinces and the nature of her position with regard to the parent country, as likely to be effected by the aid now to be given or refused for these great undertakings. He again denied the statement that if this scheme was not adopted no other would be open to them. It was time enough to cry out when they were hurt, and they had nothing before them to support such a statement. Mr. Hawes' letter contained propositions, and when these are complied with, the money will be got. But Canada said no. It will not answer us to go by that route. We want to make the trade of the Upper St. John our own and turn it to Quebec. He alluded to the visit of Mr. Hincks to England, which he thought may be for the purpose of conducting this negociation so as to secure the interests of Canada, and declared his opinion that though the Government would carry these resolutions, the majority of that house would never agree to entrust the expenditure of two millions of money to the Government to enable them to enthral the people, deprive them of their liberty, and secure for the Government a perpetual tenure of Office. He denied that they were actuated by local feeling; he had supported the European and North American Line at a time when there seemed no chance of their getting the Northern Road, and he would not now consent to the building of Major Robinson's Line if this Province were to build more than one third of the whole.

Mr. Wilmot briefly denied the accuracy of Mr. Johnson's figures.

MONDAY, *March*, 1st.

Dr. Gordon said his duty on this occasion was plain. He thought the Government acted wrong in abandoning the northern route, and knowing his constituents were not favourable to the present scheme, he was bound to give it his opposition.

Mr. Hanington said this was a measure of such importance and magnitude that he approached it with extreme diffidence, and looked forward with more fear as to the result than he had ever felt on a measure before. It mattered little to him what route was selected. He liked the resolutions, but he liked the amendment better, and would support them if he considered them practicable; but since the reception of the despatch of the 11th November from Earl Grey positively refusing to advance the money for the European and North American Line, every one must see that the principles embraced in the amendments were impracticable. He considered the line to Portland of ten times the importance to this country as the line to Canada. He had heard all sorts of statistics to show that the line to Canada would pay. It was easy to draw up statistics in anticipation upon any subject, but he could not see what great trade we were likely to have with Canada. The trade of this Province was tending towards the United States, and it was in that direction we must look for an extension of our trade. But although he liked the amendments he was compelled to vote against them, for we must build this line in order to secure the European line. If this scheme were carried out, there would be but a small portion of the European to build, but reject this and we were quite unable to build the line from Nova Scotian boundary to the boundary of the State of Maine. He thought that by this arrangement New Brunswick was bound to construct more than we ought to build; he did not see why this Province should build five-twelfths of the line, and Nova Scotia but three-twelfths. He regretted that we had not built the line from Shediac to the Bend, some fifteen or sixteen miles, as a Government line. That was within our means, we should run no risks, and had it built some years ago we should now have had the benefit of experience. He did like the plan of Government having the management of the railway. In England, where the people possessed indomitable energies, and persevered in whatever they undertook, and were never beat, no matter how popular the ministry of the day might be, they would never trust them with the management of railways, but left their construction and management to private individuals, or companies. He did not think it right for the Government to insist that they should have the management and control of the work in their own hands; the Legislature may agree to the general principles of the Bill, without consenting to that. He did not think it right for the hon. Attorney General to come to the House and say "you must give the Government the management of the work, or you cannot have a railroad."

Hon. Provincial Secretary,—"The Government are obliged to do so in order to carry out the arrangement entered into with the other Colonies."

Mr. Hanington did not believe that such arrangement was necessary, or that the other colonies would object to an alteration in this respect. The practice in the United States was to the effect that the State would assist the construction of railways, by issuing debentures from time to time as the works proceed, but the State Government did not assume the management of them. He saw nothing in the documents from the Colonial Secretary binding the Legislature to place the management of the railway in the hands of the Government.

Hon. Surveyor General, would explain. The Governments of Canada and Nova Scotia had made it a condition that the railway should be a joint concern, managed by Commissioners who should be appointed by their respective Governments, and be under their control. The Government of this Province were bound to carry out that arrangement, or they must lose the Bill.

Mr. Hanington would say, if that was the case, that it was the most impertinent interference on the part of the Governments of the other Colonies he ever heard of. By the terms of Mr. Hawes' letter of March 1851, the question was left open; there was not a word said whether the road should