

to the Grand Falls was passed by acclamation, in fact had received the zealous co-operation of the Legislature.

Mr. SIMONDS observed, that if the owners of the Saint Andrews line wished to forward goods to the Grand Falls from a Depot at Woodstock at the same rate with those on the main line, there was nothing easier than to bring up a clause to that effect afterwards; but the body of the Bill should not be encumbered with any thing of the kind.

Col. M'LEED said, that by adopting the amendment, they proposed only to exempt the Saint Andrews line from higher charges for freight than the main line; whereas its passing would in effect give them a cheaper transit than could be had on the other; as after their arrival at Woodstock, they would according to that be allowed to use the main line on the same terms with its owners, by running their own cars on it.

Mr. BORD. "The meaning of my learned Colleague is, that the freight and passengers received by the St. Andrews line should be admitted on the same terms at Woodstock, to proceed upward, as those transmitted by the line from Saint John and Fredericton."

Mr. BROWN observed, that it was no use for his Colleagues to contend this point; for surely nobody would object to his demand.

Mr. FISHER said, he would object to it; and he would do so because he thought it unfair if a Railway line were established from St. John to the Grand Falls, that another line should intersect it at Woodstock, and run cars on it, subject to the same regulations as the main line. Such a permission would be contrary to every principle of political economy, and as inconsistent with justice as economy. The object of such Incorporations was of course to make money, and not

Mr. SIMONDS said that no English Train on entering on the line of another, can run free on it; there they had their Branch Lines; but they never pretended to run on the Trunk Lines; and while it was understood that every Branch tended to increase the general property, there was no danger that such Branches would not be treated with just justice, and with proper encouragement. Notwithstanding this however, he must at once oppose such a thing as the Branches running their Cars on the Main Line—it would of course, cause collisions, and endanger both life and property. Such a state of affairs, could not be for a moment contemplated.

Mr. BOWN said that the more himself and colleagues endeavoured to explain, in the same proportion did the others endeavour to mystify. Let hon. members however remember that Charlotte already had a Charter, and they would support their prior claim in spite of all opposition. Still they were willing to stop their Line at Woodstock; and all they asked was the right to send their goods and passengers upwards on the Main Line by the other Cars, on the same terms with those from St. John and Fredericton.

Mr. BROWN owned there was some ambiguity in his learned Colleague's amendment, and he wished to hear him explain. If he meant that the St. Andrews Line should

drive their Cars on the Line from Woodstock to the Gran Falls, it was abominable; but if he meant that if after the started their goods or passengers from their depot at Woodstock they should be allowed to proceed at the same rate with others, that was no more than justice.

MR. PARTELOW.—“If I understand the hon. member he means that if a cargo of goods were to arrive at Woodstock via St. Andrews it should be allowed to proceed upwards on the Cars of the Trunk Line on the same terms as the Main Line, if so, let him bring in a clause to establish

Mr. FISHER would ask the learned member from Charlotte (Mr. Hill) whether he thought it possible that goods of passengers from St. Andrews, would receive a mark in Woodstock, in order to their being charged at a higher rate of freight than any others?

Mr. BOYD did not wish to lie at the tender mercies of an company whatever, and for that reason wished the explanatory clause inserted.

Mr. SIMMONS: "They think the stock for this income."

Mr. END on the reading of one of the following clauses which authorises the Postmaster to name the time of starting for the Trains, observed that he would give no such power to an Establishment which was not under the Provincial control.—Perhaps the Postmaster might not feel disposed to accommodate the people; and thus the most urgent business in the Country might be retarded.

Mr. PARTELOW stated that the clause alluded to had emanated from Her Majesty's Government;—and here the debate close, and the Bill was passed with amendments.

BIRTH. In this City, on the 22nd inst., the Lady Professor Jack, of King's College, and the youngest daughter of the Honorable the Attorney General; a daughter.

Died,

On the 17th inst., at the residence of her son, Mrs. Olivia Strickland, in the 90th year of her age, relict of the late Capt. Christopher Strickland, of Yarmouth, Nova-Scotia.

ONE POUND REWARD.

THE above reward will be given to any person who will give such information as will lead to the conviction of the person, or persons, who wilfully stole from the "North American Hotel," in this City, on the evening of Friday last, a **LETTER**, addressed to the subscriber. To aid the discoverer, it is strongly suggested that a person saying himself "A Young Gentleman from England" had a hand in it.

Fredericton, 21st March, 1846.

HANFORD & SWEET.
(Late Thomas Hanford & Co.)
AUCTIONEERS & COMMISSION MERCHANTS,
HAVE Removed two doors South of their Old Stand
to the new Brick Building recently erected by
H. Street, Esq. **THOMAS HANFORD**
JAMES R. SWEET.
St. John, March 25, 1846.

Notice is hereby given, that Money, in any sum exceeding £200, may be lodged in this Bank on Deposits, and that interest at the rate of 3 per cent. per annum will be allowed thereon, unless it be withdrawn before the expiration of three months from the date of the deposit.

GEORGE TAYLOR, *Manager*
Fredericton, March 19th, 1846.—6i.

TO LET.—A field containing about four acres, situated on the cultivation, situated in the immediate vicinity of Fredericton.—Likewise a LOT of LAND containing about twelve acres, a portion of which is under cultivation, and the remainder in pasture; situated on Maryhill Hill.—There is a comfortable house and a good barn upon the premises. For particulars apply to
Fredericton, 18th March, 1846. Dr. ODELL.

DISSOLUTION OF CO-PARTNERSHIP
NOTICE is hereby given that the Co-partnership between
 and before existing between the Subscribers, is this
 dissolved by mutual consent. All persons having demands
 against the said firm will present them to **JAMES DOAK**
 and all persons indebted to the said firm will please make
 payment to the same.
JAMES DOAK
THOMAS HILL
 Fredericton, N. B., February 23, 1846.

A close-up photograph of the fore-edge of a book. The image shows the binding structure, including the spine and the edges of the pages. The pages appear aged and slightly discolored, with some visible wear and tear along the edges. The binding material is a light-colored, textured cloth or paper.