

the great benefit they are to reap, we are at a loss to know. If ever there was a period for them to be up and doing now is the time. When our Legislature has done so much for a road leading along the sea-board and in the direction of Canada, how little a matter it would be for them to push forward the St. Andrews and Quebec Line, so as in the end to accomplish the great BRITISH NORTH AMERICAN TRUNK RAILWAY, of which so much is said, and for which there is so much anxiety—That the road will be made as far as Woodstock, in the course of two or three years at most, we have not the least manner of doubt. It only needs a little enterprise among our Quebec friends to effect the object. Let them get up meetings, and apply to the ensuing session of Parliament for a Charter, (if they have not one already,) and the Railroad must go ahead. If we are correctly informed their Legislature has in a general way afforded great encouragement to the construction of Railways, though our knowledge on this point is necessarily limited, owing to the very little interchange between the Canadas and this Province. That it is a matter of regret all will allow. We are firmly of the opinion that it must in a measure remain so until we have a UNION OF THE COLONIES.—Indeed we sometimes think that our fellow-colonists in Canada do not wish to know anything about us, as it is with considerable difficulty that we can get our cotemporaries there to exchange with us. By knowing more of and about each other's welfare it is only that we can expect to prosper as British Dependencies. We fear that our leading men in the Colonies look more to their own aggrandisement than to the maturing of measures for the good of the State. Oh! that those entrusted with the Government of our Provinces took one tithe of the interest in promoting great public works of utility, that they do in struggling for who shall be rulers. Witness the bad effects of party bias in Nova Scotia. A Liberal majority laboring to keep themselves in power, by seeking to make their Railroad a Government undertaking, thereby securing the patronage consequent upon such a plan. Away with such selfishness as this! Contrast their conduct with that of the opposition led on by the hon. Mr. Johnson. Indeed the *mainly* part of the opposition in our own Province, anxious as they are to oust the present Government, have done nobly in seconding the proposition of the Government to afford assistance to the two lines of Railway in contemplation by us, for which refer to the speeches of Messrs. Gray and Needham, in another column, on the St. Andrews and Quebec Railroad. We cannot say as much for Mr. Ritchie, who, in debate on this Line, spoke against it with his usual flippancy of tone and bitterness of speech.

We do trust that our Canadian friends will at once set about this grand enterprise in earnest, and commence their end of the line—not at Quebec, at the River du Loup. A Railway from the latter place to Lake Temiscouata, independent of any other part of the route, would pay, and ought to be built by the Canadian people, in order to facilitate their communication with the territory bordering on our Province, or else let the division line be made between the waters flowing into the St. Lawrence and those running in an opposite direction. Enough, we hope has been said to stir up this matter, so as to engage more competent pens in its advocacy. At another day, we shall, probably, give it a more studied attention.

We copy below an editorial of the Halifax Colonist on New Brunswick Railways. In connection with it are Mr. Gray's resolutions rejecting Earl Grey's proposition on the Halifax and Quebec railroad. We have always been favourable to that undertaking passing directly through the centre of this Province, though we could willingly have divested ourselves of all local feelings, and seen the route taken any where, even around by the north shore, should that line be found the most practicable. But owing to all disregard of colonial interests in the present vacillating whig government at home, the people of this Province have been obliged to turn their attention other ways, and fall in with the great railway scheme in connection with the United States. What encouragement has been given to that is sufficiently known to our readers. It is now too late to think of retracting and we must make the best of it, although we have our doubts as to the Facility Bill for that line being sanctioned by the Imperial Government. Our main object now is push on the GREAT TRUNK RAILWAY FROM HALIFAX, VIA ST. JOHN, ST. ANDREWS AND WOODSTOCK, TO QUEBEC. Come to our help men of Canada and the work shall be accomplished!!

HALIFAX AND QUEBEC RAILWAY.

The purport of telegraphic communications published in former numbers of our Journal, with reference to the first impressions created by the despatches upon the above important work, are now fully sustained by the action of the Legislature of New Brunswick. We insert the resolutions passed by that body, and the joint address of both

branches to Her Majesty. In these documents we trace the prompt and decided character of the Representatives of that Province, and discover the germ of their future progress and prosperity, in their self-confidence and self-reliance. Whatever pledges they have given by former Legislation, they are prepared to fulfill, but are not to be diverted from the more recent object into which they have been drawn by their enterprising neighbors, and impelled by the cold and calculating spirit which has ruled at the Colonial Office, ever since the accession to it of the present Minister. When the spirit of a people is once aroused by a sense of injury and neglect, and they begin to feel that success depends mainly upon their own energy and resources, ways and means soon suggest themselves for accomplishing the most arduous undertakings. We perceive in the recent enactments and harmonious co-operation of all parties, a determination to make every effort to connect themselves by Railway with the United States, and so fulfill their part of the engagement made at the Convention, and there does not appear to be any doubt existing that they will carry through that determination to a triumphant conclusion. The enquiry is frequently made in the sister Province, what is Nova Scotia about. It would not be difficult to afford an answer. But there would be something humiliating in it. We may say, however, that Nova Scotia has been expecting every thing and doing nothing to forward her part of the work. The Government has paralyzed the action of the people. A promise to make it a Provincial undertaking arrested all private enterprise—the promise of aid from the Imperial Government checked every effort to attempt it through the instrumentality of an incorporated company and thus has sprung up a division of public sentiment which we fear will not soon be reconciled. There is however still a hope that the folly of the past, in departing from the plan of the Convention—the utter failure of the mission to England—and the decision of New Brunswick will force the friends of the Railway of both parties into some compromise of their views, that upon the arrival of Mr. Howe some intermediate course may be taken that may lead ere long to its commencement.

RAILWAYS.

PROCEEDINGS IN NEW BRUNSWICK.

TO THE QUEEN'S MOST EXCELLENT MAJESTY.

The Humble address of Your Majesty's Legislative Council and House of Assembly of the Province of New Brunswick.

MAY IT PLEASE YOUR MAJESTY:

Your Majesty's most faithful subjects, the Legislative Council, and Assembly of New Brunswick beg leave most humbly to approach Your Majesty with sentiments of unalterable attachment to Your Majesty's person.

The Council and Assembly having taken into consideration the Despatch of the Right Honorable the Secretary of State for the Colonies, dated the 14th March last, relative to the proposed Railway from Halifax to Quebec or Montreal, have agreed to the accompanying joint Resolutions, as expressing their opinions and views on this very important subject, and which they humbly pray may be graciously and favourably considered by Your Majesty.

WILLIAM BLACK, President L. C.
CHARLES SIMONDS, Speaker H. A.

HOUSE OF ASSEMBLY,
Saturday, 5th April, 1851.

Whereas, The attention of this House has been called by a message of His Excellency the Lieutenant Governor, to a despatch from the Right Honorable Earl Grey, Her Majesty's principal Secretary of State for the Colonies, with several documents accompanying the same, relative to the Railway formerly proposed between Halifax and Quebec, upon which it is desirable that the immediate action of this House should be taken, therefore

Resolved, That this House fully responds to the sentiments and opinions expressed by Earl Grey in his Despatch to Lord Elgin, dated 14th March, 1851, "That the construction of a Railway from Halifax to Quebec is calculated greatly to advance the commercial and political interests both of the British Provinces of North America and of the Mother Country, and that the time has at length arrived when this great national enterprise may be undertaken;" but they learn with regret that in a work now admitted to be of such great importance to the British Empire, Her Majesty's Government is not prepared to contribute any portion of the funds necessary for its construction, and should as a condition precedent to the Imperial guarantee, require these Colonies to pledge their whole available revenues to build the same at their own expence.

Resolved, That while this House will adhere with strict fidelity to the pledges given to Her Majesty by the joint address of the Houses of Legislature of this Province in the session of 1849, and the address of the House of Assembly in the Session of 1850, guaranteeing to Her Majesty for the purposes of the Railway from Halifax to Quebec, all the ungranted lands through which the said road might pass, to the extent of ten miles on each side, to be disposed of in such a manner as may be deemed most advisable to Her Majesty's Government, and to secure at the expence of the Province, a sufficient breadth of way, and the necessary stations over and upon private property, for the use of said road; and to charge upon the general revenues of the Province, a sum not exceeding twenty thousand pounds currency per annum, towards paying the interest upon the capital invested in the said road, to be paid yearly from and after the completion of the said road, and while the same is kept in operation, and to be continued for a term not exceeding twenty years; they desire distinctly to state that the refusal by Her Majesty's Government, as conveyed in the several Despatches of the Right Honorable Earl Grey, bearing the date of the 5th of April, 1849, and the 19th June, 1850,

to undertake that great national work, under the pledges made toward the same by Canada, New Brunswick, and Nova Scotia, induced the people of this Province to turn their attention to the accomplishment of undertakings which it would be in their power to carry out, and which from their prospect of more immediate remuneration, would hold out greater inducements to capitalists to embark therein; and that in accordance with the almost unanimous wishes of the people of this Province, as expressed by overwhelming majorities in both Houses of the Legislature, the public credit has been pledged to the sum of three hundred thousand pounds sterling for the building of the European and North American Railway, and the St. Andrews and Quebec Railway within this Province; and the House cannot adopt the plan suggested in the correspondence between Mr. Howe and the Right Honorable Earl Grey, accompanying His Excellency's message, and is not prepared to pledge the public credit, or the public resources of the Province further than is set forth in the address before mentioned, towards building the great trunk line from Halifax to Quebec.

Resolved, That this House would view with unqualified disapprobation any scheme with which convicts should be introduced into their Province, either for labor or otherwise.

Resolved, That in the opinion of this House the Executive Government of this Province should, without delay, make urgent application to Her Majesty's Government for the royal assent to the acts passed at the present session of the Legislature, to facilitate the construction of the European and North American and the Saint Andrews and Quebec Railways respectively.

Resolved, That the Legislative Council be requested to join in an address to Her Majesty, founded upon the foregoing Resolutions.

CHARLES P. WETMORE, Clerk.

LEGISLATIVE COUNCIL CHAMBER,

5th April, 1851.

Resolved, That this House do agree to join the Assembly in the proposed joint Address to Her Majesty.

G. BOTSFORD, Clerk.

J. C. Allen and Jas. Taylor, Esquires are up as Candidates for the Mayoralty of the City of Fredericton under the new Act of Incorporation. We understand J. Simpson, Esq., the present mayor declines coming forward.

FROM OUR FREDERICTON CORRESPONDENT.

FREDERICTON, Monday, April 28.

The Committee of Supply finally closed on Tuesday last; before doing which were passed the following grants, viz:—

- £150 to Col. Allen, for past services, as Quarter Master General.
 - £100 to Jas. Taylor Esq., as Commissioner of Public Buildings during the past year.
 - £500 to protect the Fisheries, together with Resolutions to pay the contingent expenses and Postage Bill.
- To-day was passed a Bill to impose duty on Juniper and Hacmatack Knees exported from this Province.

TUESDAY, April 29.

During the last two days resolutions to the following effect were carried, viz:

- 1st. That an address be presented to the Lieut. Governor empowering the local Government to communicate with the Home Government, for the purpose of allowing the Hon. Thos. Baillie a retiring allowance of £500 currency a year.
- 2d. That no future Governor receive a salary exceeding £1500.
- 3d. That an address be presented to His Excellency requesting him to correspond with the Home Government for the purpose of obtaining a sum of money, from the surplus Civil List Fund, for the purpose of building a bridge over the Grand Falls.

FRIDAY, May 2.

I suppose you have ere this heard that the Peoples' Representatives have made their exit from Head Quarters;—the fact is, after their Pay Bill passed they began to slope.

The usual amount of small things were fixed up the last few days of the Session. Among them was an address to the Lieut. Governor, to return the duties on wines consumed by the Officers' Mess, which had been rejected by the Committee of Supply.

The Atty. General's Bill for the reduction of Salaries was thrown out. The Post Master General, and the Surveyor General are to be political offices. Those appointments will probably be made on the filling up of the Cabinet.

I send you His Excellency's Speech, at the close of the Session, which is short and to the point. Your request to me to continue my valuable correspondence I will endeavour to fulfil in part. When anything of consequence transpires I will let you know. To continue my letters weekly would of course be more than you could expect owing to the lack of matter; In the mean time I am,

Yours, &c.

W.