

with two such extensive works at once, yet in the most handsome and honourable spirit has renewed the guarantee of £20,000 per annum, and ten miles of waste land on each side of the line of the Halifax and Quebec railway. This proposal we have no hesitation in pronouncing at once wise and generous, and we are very much mistaken if it will not have its proper effect upon the Home government.

If we look steadily and impartially at all the circumstances of the case, the difficulties may not be after all so very great as they appear. If Nova Scotia is destined to become so important as we often boast it shall, the first step towards that greatness is about to be taken, and it is not perhaps too much to say, that on the judgment and decision manifested now, depend under the grace of God our ultimate destiny and the position we shall occupy among the nations of the earth. The iron rail has been said to be the bone of civilization, the pioneer of commerce. Let us now make a great and combined effort, and we may fairly adopt as our motto, "*Macete et prospera.*"

**ST. ANDREWS AND QUEBEC RAILROAD.**—Below are the proceedings of the annual meeting of this Company which we take from the Saint Andrews Standard. We are glad to see that their prospects are so encouraging.—It is matter of congratulation to this part of the country that we have such an effective Board of Management, most of them being gentlemen of experience and influence. Our earnest wish is that a commencement may be made as soon as possible, to break ground on this end of the line. Of course, in this, we do not wish to dictate but we are firmly persuaded that, did the Directors think it compatible with the interests of the Company to push forward the work from this place, material and labor could be afforded at as cheap, if not cheaper rate than could be effected any where along the route. By this means an inducement might be offered to the inhabitants of this County to come forward liberally and take more stock, if not in money, at least in something that might be just as good. We hope our friends at St. Andrews may give this their attention, as any suggestion to further the advancement of the road to completion should meet with every consideration at the hands of those entrusted with this undertaking.

At the Annual General Meeting of the Stockholders of the St. Andrews and Quebec Rail Road Company, held at the Town Hall in Saint Andrews, on Tuesday the 6th day of May, 1851.

The President, John Wilson, Esq., having taken the Chair, read a statement of the proceedings and finances of the Company for the year past, which was accepted by the Stockholders.

Statement of the Proceedings and Finances of the Company, for the year past:

The close of the official year exhibits an assurance of successful prosecution on the part of the Company during the ensuing year, more than any past period.

Much of the opposition heretofore shown to the progress of the undertaking, and the doubts entertained as to the remunerative character of the line, have been in a great measure overcome, and but few persons remain who are so short sighted as to suppose that the present enterprise can ever be abandoned as unattainable. The Directors of the past year beg to report, that since their appointment, they have nearly accomplished the Grading of ten miles of the line between St. Andrews and Bartlett's. This includes a substantial pile bridge over an arm of the sea contiguous to St. Andrews, called Caty's Cove. This bridge spans 550 feet, and is now ready for the rails. It has the approbation of several engineers and scientific gentlemen, who pronounce it to be a very substantial and efficient structure, put up at a comparatively moderate expense.

Several other bridges, within this section of ten miles, both of cobb and trestle work, are in progress of construction, which, for the wooden superstructure, the Directors confidently hope will be ready for the iron by the 1st of June next.

The Iron Rails of a flat or bridge form, with the locomotive and Tender, were shipped from England last Fall, in two vessels, the Avon and Ansdale. The former vessel arrived in St. Andrews in March last, with a cargo of rails, locomotive, tender, &c. The latter vessel has also lately arrived at Halifax with the complement of rails and plates.

The Directors regret that the plates had not been shipped in the same vessel as the locomotive, as the rails might then have been laid down as far as Chamcook, and the ballasting of that portion of the road completed.

The actual expenditure of the Board up to this period, is £33,000. This, it will be observed, embraces a large amount for surveying and engineering expended on the route through to Woodstock previous to the letting of any portion of that line.

The Directors have estimated the engineering expenses apart from the general outlay, and feel confident that exclusive of these expenses, the amount already laid out on the part of the Company has not exceeded £3,000 per mile. This sum will be understood to cover the cost of locomotive, tender, rails, bridges, &c., and in fact the whole outlay of the road for the ten miles now under contract.

From the report of Mr. Light, the engineer of the Company, and other engineers preceding that gentleman, as to the local character of the line between St. Andrews and Woodstock, and its adaption to Railways, the Directors feel confident that the remainder of the road will not exceed \$10,000 per mile. During the last winter, the Legislature of the Province very generously voted £50,000 sterling in Provincial bonds, bearing an interest of 6 per

cent and redeemable in thirty years; the Province to assume a corresponding amount of stock in the Company, not, however, subject to any interest, other than a pro-rata dividend upon the returns of the road after its completion to Woodstock.

Upon the passage of this bill, the Directors concluded to send Mr. Thompson, the Manager, to England, to negotiate with the Board of Directors in London, in order to comply with the requisitions of this act, and the Directors have every reason to believe that his mission will be successful and highly advantageous to the interests of the Company. That upon the return of that Gentleman a full and detailed report of his mission will be furnished by the Directors of the Company. The Directors have to regret that a portion of the breast work at Katte's Cove has given way through the insufficiency of its construction; but at the same time have the satisfaction in reporting that the repairs can be made at a comparatively small expense, as the Timber used in the original construction has been all preserved and can be made use of again.—The Directors have used strict economy in the expenditure of the funds of the Company and respectfully recommended to their successors in Office a rigid adherence to the same policy.

The Directors also would urge upon their successors to push forward the work with all the practical despatch that the funds of the company warrant.

It affords the Directors much pleasure in congratulating the Company upon their present flattering prospects, but at the same time that they offer these congratulations they feel it their duty to call upon the friends of the undertaking to exert themselves as men engaged in a good cause and upon whose exertions depend the future promotion and progress of so laudable an undertaking.

All of which is respectfully submitted.

Thereupon Resolved,—That the above statement be printed and that a full and detailed Report be published immediately after the arrival of Mr. Thompson, the Manager, from England.

Resolved Unanimously,—That the Imperial Act, entitled "An Act for Incorporating the Class A. Shareholders of the St. Andrews and Quebec Railroad Company" and conferring on them certain powers passed 13 & 14 Vic.—Sess. 1850, receive the assent of the Stockholders present, and that the assent of this Company is hereby given to the full operation of the said Act. And further Resolved.—That such assent be signified by writing, under the common seal of the Railroad Company, and the hand of three or more of the Directors thereof in the form and effect prescribed by the 37th Sections of the Act.

The president having left the Chair and the Hon. H. Hatch being called thereto

The following gentlemen were duly and legally elected Directors for the ensuing year.

Hon. Rear Admiral W. F. W. Owen, Hon. Harris Hatch, Hon. G. S. Hill, Hon. C. Connell, Col. R. Hayne, Capt. J. J. Robinson, R. N., Capt. Thos. Moses, J. Wilson, L. Donaldson, Wm. Whitlock, H. H. Hatch, T. B. Wilson, and G. D. Street, Esquires.

Resolved,—That this meeting be adjourned until Tuesday, the 17th day of June next, for the purpose of general business.

And after a vote of thanks to the Chairman the meeting adjourned.

S. H. WHITLOCK.

Clerk and Secretary.

THE HALIFAX AND QUEBEC RAILWAY.

Lord Stanley had another petition to present on a Colonial subject. It was from an association of persons in this Country deeply interested in Emigration to British North America, and prayed that the assistance of Government might extend towards the completion of the Quebec and Halifax Railway. It had been suggested that the waste lands of the Colony should be taken as security.

Earl Grey stated that difficulties existed as to the security which was offered for the loan required to complete the Railway. The loan might be raised in the money market of England, on the security of all the resources of the Colonies, territorial and general. If the proposal was carried out, the Colonies interested would be liable to pay the expense.

Lord Stanley said it was quite clear. It was true that the whole revenue and land of the Provinces would be a guarantee to the Government; but he doubted whether even the whole would be a security for the sum required to carry the Railway through New Brunswick. In a Railroad of this kind, if the enormous enhancement was considered of the value of the land through which it was to be carried, and care was taken that the land should be made available for paying off the capital invested, he believed that the Railway would be a profitable consideration—(hear, hears.) Their Lordships then adjourned till Thursday the 1st of May.

THE RAILWAY.—Extract from Mr. Howe's letter to Earl Grey, of November 25th, 1850:—

"The Halifax and Quebec line requiring five millions sterling to complete it, the united resources of the three Provinces are inadequate to the work, without very liberal aid from the British Government; that aid having been refused, the project, for the present, has been reluctantly abandoned."

"A Railroad to Portland offers many advantages which one to Quebec does not. It will cost only about one half as much. It must run all the way through a comparatively improved country. It would connect Halifax with St. John. (and by the river, with Fredericton,) and the larger towns of New Brunswick, giving to all these, with the villages and agricultural settlements lying between them, most desirable facilities for internal traffic. The line to Quebec cannot be constructed by the Colonists unless the British Government make liberal contributions."

With the above view, the people of New Brunswick entirely coincide; and, because Mr. Howe and his fol-

lowers in Halifax, have, within three short months, arrived at precisely the opposite conclusion, they cannot expect that we should "jump Jim Crow," reason or none, at their bidding. We cannot understand why what was true in November should be a lie in March:—will the editor of the Nova Scotian be pleased to enlighten us on this point?

We really cannot descend to reply to the remarks of the Nova Scotian regarding the "out side barbarians" of New Brunswick. If such conceited gasconadings go down with the people of Nova Scotia, they must be a wonderful people sure-ly.—St. John Courier.

[From the Halifax British Colonist.]

COLONIAL RESPONSIBLE GOVERNMENT.

IS IT OF BRITISH OR FOREIGN ORIGIN?

We have recently met with some remarks upon the constitution of Belgium, which approaches so nearly to a fac-simile of our own, we think they will not be unacceptable to those who feel an interest in the subject. We are not quite sure that the inoffensive position which Leopold holds, and which he is represented to have prudently maintained, is an exact parallel to that of our Governor—but the whole character of the government is purely democratic—so is ours. We profess to have followed British precedent—but neither in theory or in practice can we trace the resemblance. We shall have to submit to various modifications and changes before we arrive at that state which will satisfy our views of what a political constitution should embrace, to give security to the liberties of the people, and restrain those excesses of which we have had so many instances within the last four years. The debates both in our own Legislature and that of New Brunswick, have a tendency to enlighten the public upon the defects both in the constitution, and in the administration of the Government of all the colonies, and we think it will be difficult to resist those necessary reforms which past experience urges upon the minds of reflecting and intelligent men. We perceive that many of these points have recently been raised by Mr. Ritchie, a leading member of the opposition in New Brunswick,—and although we do not generally agree with his political opinions, we acknowledge the force of his complaints that Responsible Government is but a delusion and mockery, so long as it is subject to those divided influences which in that Province particularly are experienced from both sides the water, and which entirely negatives the idea of self government. We approve to the fullest extent his observations with reference to the public despatches,—there as well as here they are given to the representatives in a mutilated form, and consequently information is withheld to which the people have a just right. But to proceed with our extract:—

BELGIUM.

The lower house to all intents and purposes governs the country. The Senate has the nominal right of refusing assent to the Legislative measures of the other chamber. So has the king. But it is almost a constitutional fiction, for the right is so rarely used that it has no weight whatever on the action of the Legislature. The Government is essentially democratic in every thing except the form.—There is no government in Europe so perfectly representative. The king has the power of declaring war, but circumscribed as Belgium is—this power is not likely to be exercised. He is wanted for nothing but to sign state papers. He spends half the year out of Belgium, which does not seem to agree with him. If he were a man of action, and happened to run counter to popular prejudices, he might find his seat rather uneasy. But Leopold is thus described by a Liege merchant:—"It is true he does no good, but he does no harm—he does nothing. He is accessible to every body and anxious to assist every body—but he does nothing for any body. He is a clever man and knows every thing—but does nothing. He is affable, amiable, and reasonable—the people do not express disapprobation of him, because he gives them no occasion—he does nothing. Should any change take place in the country, he will be treated with respect and forbearance—for it will be remembered that if he did no good—he did no evil—for he did nothing."

THE TRAINING SCHOOL.—This Institution late in Fredericton, is now "among the things that were," and doomed, in all probability, to remain so. The dire conflagration of 1850, enveloped the building in common with hundreds of others, in its fiery folds, and a few minutes only, witnessed the sublime and devastating scene, ere smouldering embers, and hot heaps of ashes, took the place of the edifice where Pedagogues were wont to congregate!

Not like the famed "Phoenix" which is said to "rise from its ashes" with renewed vigour and vitality, will our late "Training School" come forth again, to form a nucleus, whence the thousand and one rays of intellectual light would beam forth with additional strength, and increasing glory, to irradiate the remotest and most sequestered districts in New Brunswick. Alas! No,—and to finish the work of destruction commenced by fire, the House of Assembly on the 29th of April, passed a Resolution to pay Marshal d'Avray, Esq., the sum of £200 currency, and dispense with that gentleman's services for the future.—Comment is unnecessary—the origin of the Training School, its operations under the superintendence of Mr. d'Avray, and its brief but extensively known history, is before the people; and they must adjudicate upon the merit or demerit of the suspension of Mr. d'Avray's exertions on behalf of the education of the youth of New Brunswick.

Before closing our remarks on this subject, we think that Government should publish in the Royal Gazette, all information connected with Mr. d'Avray's being "paid off;" and whether Mr. Duval is invested with the "shorn honors" of the "Training Master," late employed in Fredericton.—Fredericton Amaranth.

Some of the Canada papers state that the project of a Federal Union of these Provinces will be noticed in Lord Elgin's speech at the opening of the Provincial Parliament this month.