

kinds; New Brunswick having three sides of a parallelogram washed by the tide—no eight miles of her country from navigable water—fertile soil—rich forests—minerals, coal, iron and fisheries—had but a population of 205,000, and even that fast diminishing. We were ourselves to blame in not being better known as a people, while in some instances we had been so well known as individuals—when he feared the maxim "ex uno disce omnes" had been applied by the British capitalists. Individual adventurers had in some instances gulled the people at home with bubble speculations, and the genuine opportunities for the profitable employment of capital had from these causes been suspected and refused.

Again, as a whole, the people of the Province did not appear to consider sufficiently the general benefit, but allowed particular and local interests to obstruct the general advancement. A striking instance of this was manifested by the people of Saint John, who did not hesitate to enthrall the revenues, for the purpose of getting a short line of Railway to Shediac—though such must inevitably put a stop to our hopes of the great trunk, and the assistance of the British capital which would be thereby introduced among us.—Saint John had already the whole trade of that great river, its tributaries, and the surrounding country, but could not rest unless they monopolised that of the north shore. We were wanting, too, on this side of the province in not having a Bank of our own, because we could only get accommodation from those of the other side of the Province, when they did not require it at home. Their trade was similar to ours, and any depression in that trade prevented us from obtaining assistance by discounts when we most required it. There were farmers in this county who had money in the banks of Scotland, from which they received but a small interest, scarcely equivalent to the loss they sustained by sending the principal out of the country.—Were that money invested in a local bank, they would receive better interest for their money, and better markets for their produce by the principal upon which that interest was paid being added to the circulating medium.

The subject was indeed an endless one, but there was not time to proceed further with it now, and he would conclude with the caution that the present state of things called for the utmost frugality and economy on the part of our people. To increase our lumber exports just now, was not only impossible but imprudent, and we should turn our attention chiefly to diminishing our imports. Broad clothes must give place to homespuns, until we had a better market for our timber, deals, and ships. The wealth of our mines must lie dormant until we could entice capital from abroad. Let it not be said that we could not live without forcing a ruinous trade. We could not indeed make so much bustle; but there were many persons, now comfortable, who commenced up on wilderness lands, without roads, money, or neighbors; they had got forward slowly but surely, and were rich when compared with those lumberers who had passed thousands of pounds through their hands, in that gambling business: the one had been constantly getting poorer and the other richer, as the forest receded. He had seen a seal somewhere with the impression, a man pulling at a pig's back, and the motto "more cry than wool," and he really thought it should have been adopted as the great seal of this province for past years.

PROVINCIAL LEGISLATURE.—From various papers we glean the following summary of Legislative news:—

Morning News, April 11.

SHEDIAC RAILWAY.—By the Fredericton Mail this morning, we have received very gratifying intelligence relative to the Shediac Railway to which we hasten to give publicity.

Resolutions prepared by Messrs. Partelow and Ritchie, to test the House of Assembly with respect to the Shediac Railway matter, were brought forward at noon, yesterday, and in a House of thirty members, exclusive of the Speaker, they were carried, nineteen to eleven.

The plan differs from the report of the Select Committee:—The province to take £150,000 stock, to guarantee £150,000 for a term of years, say twenty five, at an interest of six per cent, leaving the remaining £200,000 to be got in the best way it can.

All the Saint John members voted for the measure, as did Messrs Wilson, Smith, Street, Baillie and Taylor.

The Attorney General's original Facility Bill for this road is still on the files of the House, and having been twice read, it was intended to have the amendment prepared conformably to the Resolutions passed yesterday, and have it committed to-day.

GRAND TRUNK LINE.—Monday, 2nd April.—The hon. Attorney General moved a resolution to grant ten miles of lands on each side of the Halifax and Quebec Railway to the Home Government, and pledging the Revenues of the Province to the extent of £20,000 currency a year for twenty years from the completion of the work.

The resolution (which was moved in blank) was sustained, 34 yeas to 2 nays; and upon the question for filling up the money blank, the house divided 27 yeas to 9 nays.

TREASURY NOTES.—Mr R. Wilmot's Bill authorising the issue of Treasury notes to the amount of £50,000 was committed and elicited a pretty smart discussion. The Bill was opposed by his honor the Speaker, and hon. Provincial Secretary, on the ground that the paper so issued would soon deteriorate in value,

and would become an injury instead of a blessing to the Province. His honor the Speaker moved that the bill be postponed for three months, which motion was lost by a division of 11 yeas to 22 nays. The bill was then proceeded with and agreed to.

TEMPERANCE.—Saturday, 31st March. Mr Brown's Bill reported by the Temperance Committee, to repeal all the acts now in force relating to tavern keepers and retailers, and to make other and more effectual provisions in lieu thereof—was committed this morning. The committee had made some progress in the bill when a difficulty arose respecting the details, and a motion made by his honor the Speaker to postpone the bill for three months prevailed, and the committee reported accordingly.

BANKRUPT LAW.—The Bill repealing the Bankrupt Law passed a third reading this morning, and was ordered to be engrossed.

SUPPLY.—The house was occupied during the remainder of the day in Committee of Supply.

PUBLIC PRINTING.—The report of the Committee on public printing was then recommitted and drew forth some discussion. A resolution moved by Mr Ritchie to adopt the Report was finally sustained by a division of 18 to 15.

This report was some time since printed on the journals of the house, the effects of which will be something like this. To put the public printing up for competition. The number of daily journals to be reduced from 1200 to 300. The Royal Gazette to be furnished at the public expense to the public officers, and one to each Clerk of the Peace in the several counties; Magistrates and others to pay for them, if taken.

ADDRESS TO HER MAJESTY.—A joint address of the Assembly and Legislative Council to her Majesty, upon the subject of the Great Trunk Railway between Halifax and Quebec—embodying the Resolutions which passed the House Yesterday—was adopted by the Assembly to day, and will be forwarded by the next mail for England.

Fredericton Reporter, April 11.

RENEWED DEBATE ON RAILWAYS.—The debate on Railways was renewed on Monday last by Mr Boyd moving that the House go into committee of the whole, on a bill further to facilitate the erection of the St. Andrews and Woodstock Railway. A short debate ensued, a synopsis of which will be given in our next. The result was, that the Bill passed, giving the Saint Andrews Company five miles of the land on each side of the road as a bonus to the company when the work was completed.

A Bill to provide for the survey of a line of Railroad between Saint John and Fredericton, was lost.

Yesterday Mr. Ritchie brought forward his motion for the construction of the Shediac line, in the shape of a Resolution which we copy below together with the Amendment of the Hon. Mr. Fisher.

A Bill is to be brought into day, based on Mr Ritchie's Resolution, so that after all, the Shediac and Saint John scheme is virtually carried in the lower house.

Since this was in type, the bill in conformity to the following Resolution referred to above, has passed the house.

Whereas this House and the Legislative Council have, by a joint Address to Her Majesty, placed at the disposal of the Imperial Government a very large quantity of ungranted land; an offer to purchase all the granted lands through which a Railroad might pass, as also any ungranted lands required for stations; and the sum of twenty thousand pounds per annum for the period of twenty years, for the encouragement of Her Majesty's Government, or of any Company, to build a line of Railway through this Province, as a part of a Great Trunk line from Halifax to Quebec, according to the survey and Report of Major Robertson.

And whereas the construction of such line of Railway from Halifax to Quebec, although passing through this Province, would only in a very slight degree benefit the general interests of the province, unless it were connected with some shipping port in the south western part, and with our greatest commercial town, at the port of Saint John, to which free access can be had from the sea at all seasons of the year;

And whereas the construction of a line of Railroad from Saint John to Shediac is not only in itself of the greatest importance to the general interests of the Province, but, if such main line is constructed, absolutely necessary, therefore

Resolved. In the opinion of this house, that with a view to encourage the construction of a Railroad between Shediac and the City of Saint John. This province should take stock in the Saint John and Shediac Railroad Company to the extent of £150,000, which sum shall be raised by the issue of scrip, payable with interest at a rate not exceeding six per cent., half yearly, in London, in such sums and in such manner as may be fixed by his Excellency the Lieutenant Governor by and with the advice and consent of the Executive Council, redeemable in forty years, and that the province should guarantee interest on £———— of the balance of the stock of the said company for ———— years after the road shall be complete and while in full operation; provided that no part of the province money shall be paid till £150,000 of stock shall be bona fide subscribed and ten per cent. paid up, and no calls shall be made on the stock subscribed for by the province that is not likewise made on the residue of the stock subscribed for by private individuals, and that a bill should be introduced for the purpose of carrying out the views of the house on this subject.

To which Mr Fisher moved as an amendment, that after the words 'stock subscribed for by private individuals,' there be inserted the following:

"Such scrip or the monies arising therefrom to be appropriated towards the erection of the said railroad in the following manner, in sums of £10,000 to every £10,00 that the shareholders of the said Railroad may subscribe, raise, appropriate, and actually expend in making the said railroad, and that the province shall be secured on the whole road and the works connected therewith for the for the payment of money advanced therefor."

The question being taken on the amendment, there appeared,

Yeas.—Hon. Mr Fisher, Messrs. Boyd, Cranney, Thomson, McLeod, Gilbert, Connell, Street, J. Earl, and Smith.

Nays.—Hon. Messrs Partelow and L. A. Wilmot, Messrs. Jordan, Montgomery, Read, Wilson, Ritchie, Botsford, Ansley, Barberie, R. D. Wilmot, Taylor, Vail, Baillie, Woodward, Hayward, Miles, End, S. Z. Earle, Porter and Wark.

The original resolution was then put and carried:

Yeas.—Hon Messrs. Partelow and L. A. Wilmot, Messrs. Jordan, Montgomery, Barberie, Street, Smith, Wilson, Vail, S. Z. Earle, Ritchie, R. D. Wilmot, Ansley, Woodward, Baillie, End, Porter, Botsford, and Taylor.

Nays.—Hon. Mr Fisher, Messrs. Read, J. Earle, Connell, Hayward, Miles, Gilbert, McLeod, Wark, Thomson, Boyd and Cranney.

We give the following resolutions, as they were moved by Mr Taylor and passed in the House of Assembly on Tuesday:—

Resolved. As the opinion of this committee, that the Surveyor General should be called upon to refund the sum of £513 9s 4d, which appears to have been paid him by the Executive Government, through mistake, over and above the difference of £1200 Sterling and £1200 Currency.

Resolved. As the opinion of this Committee, that the Salary of the Surveyor General was clearly fixed by Lord Glenelg's Despatch of 8th of February, 1838, at £1200, Currency; and the despatches of Lord Stanley, of January, 1843, and August, 1843, subsequently to Mr Baillie's resumption of office, pointedly affirmed that opinion. His Lordship emphatically expressing himself that he considered all correspondence relating to the salary as closed.

The Assembly have granted £400 for the purchase of Seed for the destitute in this County, and placed the disposal of the same in the hands of the members of Session. A grant of £250, for the same purpose, was also made for the County of Restigouche.—These two Counties, we believe, were the only two in the Province which did not avail themselves of similar grants last year.

We understand that a Special Session is to be held on Saturday next, for the purpose of taking this subject into consideration, and as there is much distress existing among the settlers in all sections of the county, we trust they will avail themselves of the liberality of the Legislatures, and devise some plan for the judicious expenditure of the grant and distribution of the seed.

The business of the Legislature, it was expected, would be brought to a close on Saturday.

Messrs. Wark, Carman, Cranney, Read, Montgomery and Barberie, arrived here on Saturday.

CANADA.—From late Canada papers we copy the following information respecting the contemplated Railway between Halifax and Quebec:—

From the Montreal Morning Courier.

All the papers and reports with respect to the Quebec and Halifax Railroad are now before the house of Assembly, and the public waits with anxiety to learn what steps will be taken with regard to this most important national undertaking. We trust that our Parliament will imitate the truly liberal and patriotic conduct of Nova Scotia, and the still more liberal conduct of New Brunswick. We understand that several gentlemen in Canada are ready to take stock to a large amount as soon as they know the action of Parliament in the matter.

The Montreal correspondent of the Journal de Quebec, who is known to be the chief editor of that paper and a member of the Assembly, writes under date of the 1st inst:

The latest despatches are now before the House, and although they contain nothing decisive, they bear a colouring of hope which cannot but be perceived. I am intimately and firmly convinced that we shall have this railway. If I am not mistaken our government and legislature would in the first instance vote the annual sum in the same way as our sister provinces, pay for the ground along all the settled portion of the Line, and give a breadth of ten miles on each side of the unsettled portion of it.

The following are extracts from the Report of the Quebec Board of Trade, which met on the 2nd inst:—

Another matter of vital importance to Canada in general, and to Quebec in particular, is the construction of a line of Railroad from Halifax to Quebec; and your Council rejoice

to see that it engrosses so much of the public attention. Your Council lately petitioned the three branches of the Legislature to give this magnificent project all the encouragement in their power, contemplating the continuation of the line through the heart of Upper Canada.—Such an undertaking would readily absorb all that unskilled labor which it has been said in the British Parliament is not wanted in the North American Colonies.

Your Council observe with pleasure that the Legislature of New Brunswick have recently voted the sum of £2000 per annum for 5 successive years, to improve the navigation from the harbor of St. John to the head of Lake Temisconata, and their attention has been lately drawn to the practicability of completing the communication throughout to the St. Lawrence, which they have reason to believe might be effected at an outlay comparatively small, when the important commercial results are taken into account; the only obstacles being about 16 miles between Lake Temisconata, and the St. Lawrence, (following the course of one of the branches of the Trois-Pistoles River,) and about a quarter of a mile of portage at the Grand Falls. Your Council are informed, by good authority, that the course of the Trois-Pistoles is level and adapted for either a canal or railroad, they therefore recommend their successors to petition that a survey be at once taken, under the direction of the Board of Works, to ascertain the practicability and cost of this undertaking.

Imported breadstuffs and provisions are consumed in New Brunswick to a very large extent, from supplying which the sister Province of Canada is at present, by the length of the voyage round to the River St. John, almost entirely excluded, but your Council are persuaded that, could an interior line of communication be opened up, an extensive intercolonial trade would rapidly follow, benefiting both Provinces, and binding them to each other by a community of interest.

Your Council are glad to learn that the obstacles which have stood in the way of the completion of the line of Electric Telegraph from Quebec to Halifax, are now being removed, and that there is a prospect of the line throughout being shortly in operation.

For some time past the British Mails have been transported overland to and from Halifax, and at all seasons of the year have thus been received in Montreal before they could have reached that city by any route through the United States; it was therefore with much surprise and regret that your Council learned that these mails are again to be transmitted through a foreign country. No time was lost by your Council in petitioning Her Majesty against this change, and in their petition the Council pointed out the great importance of a regularly established line of communication through the British provinces, and the injustice of giving the contract to foreigners, when British subjects were ready to do the work, both more cheaply and with greater expedition.

The Council trust that the Provincial rates of postage, long felt to be a heavy tax on the mercantile community, may ere long be revised.

HALIFAX.—By the last mail we obtained the copy of a new paper started in this city, named The Wesleyan. It is neatly printed, and judging from its first number, the Editorial Department is in competent hands. It is printed at the office of Mr Cunable.

ACCIDENT.—An accident of most melancholy nature, occurred at Point aux Car on Wednesday last. A child of Mr. Benjamin Gunn, aged five years, named Robert Mouad, while playing about the house, procured a knife, and placed it in a block of wood, in the centre of which was a hole. It appears, he was shoving it along the floor when his foot slipped, and stumbling forward, fell upon the knife, which entered the child's breast, inflicting a mortal wound, of which he died almost immediately.

AGRICULTURAL.—A Hint.—We perceive by the Halifax papers, that Messrs. Fairbanks & Allison's expect a quantity of WHEAT from the Black Sea. It is represented to be a very superior article, weighing 62 lbs. per bushel, hardy, and very productive. We would suggest to our Agricultural Board, that they procure a few bushels for seed, and dispose of it in small quantities to members, by way of experiment, so that its adaptation to our soil and climate may be tested.

RIVER ST. JOHN.—The Saint John papers report that the navigation of this river is open up to Fredericton.

THE SEASON.—Our river has been free of ice for some days past.

MECHANICS' INSTITUTE.

At a Meeting of the Directors on the 4th instant, it was Resolved—That the Institution be open on Thursday Evenings during the summer months at 8 o'clock, for Lectures and Debates. The Members, and those who have taken season tickets, may attend free of charge.

J. M. JOHNSON, Jun, Secretary
Chatham, April 16, 1842.