

Fishery Societies, 290 0 0
Exps. Board of Works, 1,100 0 0

62,880 0 0

SUMS TO BE APPROPRIATED BY THE LEGISLATURE.

Education, 3,000 0 0

Provincial Penitentiary, (maintenance), 1,500 0 0

Collection and Protection of Revenue, and Controller's Department, 6,500 0 0

Printing, &c., 2,000 0 0

Great Roads and Bridges per Chief Commissioner's Estimate, 16,730 0 0

Bridges under Contract, 3,000 0 0

Internal Navigation, 2,250 0 0

Public Buildings, 750 0 0

Lunatic Asylum, 4,000 0 0

Indians, 250 0 0

Gratuities, Return Duties, Miscellaneous, 6,000 0 0

50,930 0 0

Balance towards Bye Roads, 1,554 0 0

118,394 0 0

ESTIMATED REVENUE UNDER EXISTING LAW.

Ad-valorem, 154,225 0 0

Specific—including Liquors imported in November and December, 27,669 0 0

Export, 16,090 0 0

Casual and Territorial, 10,000 0 0

Supreme Court Fees, 400 0 0

Auctioneers' Duties, and Pedlars' Licences, 100 0 0

118,394 0 0

FINANCIAL AFFAIRS.

The Committee on Public Accounts beg to lay before the House, (in the absence of any official statement,) the Liabilities of the Province, as they find them in the Documents laid before them up to the 1st March, 1856, viz:—

Due Savings Banks, £39,180 17 4

Warrants on the Treasury remaining unpaid on 1st March, 1856, 19,608 17 0

Appropriations of 1853 remaining undrawn on 1st November, 1856, 4,417 8 10

Do. 1854 do. do. 16,642 0 0

Do. 1855 do. 1st March 1856, 3,033 5 0

Due the Bank of New Brunswick on Cash Credit, 1st March 1856, 29,052 13 8

Debentures, Saint Andrews and Quebec Railway £26,000 Sig. at 8 per cent., £31,200 0 0

Debentures, European and N. A. Railway, £43,000 sterling, 51,840 0 0

Debentures, Fredericton Fire Loan, 12,000 0 0

Due British Post Office, 1,901 4 6

Due Bay Fundy Light Fund, 1st November 1855, 6,707 19 4

Indian Fund, 843 14 1

Copy Right Duties, 168 10 1

Casual Revenue, 1,973 11 4

Canada Disputed Territory Fund, 405 13 7

Fishery Fund, 1,995 0 0

267,980 14 8

Less—Warrant drawn since 1st Nov. 1855 towards paying for Hammond River Bridge, included in undrawn Warrants, £1,250 0 0

In hands of Receiver General, Canada

Dis. Territory Fund 1,973 11 4

Fishery Fund, 405 13 7

Copper Coin in Treasury, 1st Nov. 1855, £2,035 0 0

Sold since, 90 0 0

1,995 0 0

Balance Casual Revenue, 1st Nov. 1855, £1,603 10 7

Less, paid Treasurer since, 1,000 0 0

603 10 7

6,233 4 6

Amount of Provincial indebtedness, as near as we can ascertain, 2261,747 10 2

Of these liabilities, the amount of Debentures for Railways are not redeemable for 30 years from the date of issue, 83,040 0 0

Debentures for Fredericton Fire Loan not redeemable for 10 years from date of issue in 1851 or 1852, 12,000 0 0

95,040 0 0

1166,707 10 2

To meet this amount of indebtedness for which the Province is liable, there are Assets—

The surplus Civil List, £6,323 12 0

Trustees of Surplus Civil List, 14,729 0 0

The above items are not at present

sent at the disposal of the Government.

Due and falling due for Crown

Lands, 27,000 0 0

Bonds in hands of Crown Officers, 1,594 0 2

Estate, Tyng Peters' Bond, 100 0 0

Cunard and Wolhaupter Bond, 1,000 0 0

Saint John Bridge Company Bond, 6,000 0 0

£58,737 12 8

There is no statement of the funds in the hands of Deputy Treasurers on the 1st March 1856; but assuming the liabilities to be as above stated, and the assets to be what are named, the Committee believe that no considerable amount of these assets can be made available for the immediate reduction of the liabilities.

There are now bearing interest—

At 6 per cent.—

Saving Bank

Debenture, £44,500 0 0

Bye Road Warrants, 11,110 10 10

Railway Debentures, 83,040 0 0

Fredericton Fire Loan, 12,000 0 0

£150,650 10 10

At 5 per cent.—Savings Bank, balance of debt, £44,680 17 4

Bank of N. B., 29,052 13 8

73,733 11 0

Making together, £224,384 1 10

These facts are laid before the House, in order that the true condition of the Finances of the country, as nearly as the Committee have been able to ascertain, may appear.

The Committee regret that all the Public Accounts, required by law to be laid before the House within ten days after the meeting of the Legislature, have not yet been laid before them.

Respectfully submitted.

GEORGE KEER,

ROBERT D. WILMOT,

A. H. GILLMOR, JR.

JAMES A. HARDING,

R. B. CUTLER,

H. W. PURDY.

Committee Room, 14th March, 1856.

This debt has been paid, but the fact was not known by any documents before the Committee.

A BILL

Relating to the European and North American Railway Company.

1. The Governor in Council may accept, for the use of the Province, a transfer and assignment from the Contractors for constructing that portion of the European and North American Railway, lying between the City of Saint John and Shediac, of all the work, iron, plant, rolling stock and materials, either on the Road, or elsewhere in the Province, with the surveys, plans, and of the line north and west, and a transfer and assignment from the European and North American Railway Company, of all the lands, site of the Road, and other property of the Company. The transfer, and assignment from the Contractors to be made to such person or persons as the Governor in Council may appoint, to receive the same; and the transfer and assignment from the Company to be made to the Queen.

2. The lines to be constructed shall be a line from Saint John to Shediac, and also from Saint John to the State of Maine, with extensions to Woodstock via Fredericton, and from some point on the Bend and Shediac line to Miramichi.

3. The line from the Bend of Petitediac to Shediac shall be completed first, at the same time the two extensions shall be surveyed; when that portion of the line from Shediac to the Bend of Petitediac is completed, the line from Saint John to the Bend of Petitediac shall be proceeded with, during the construction of which a sum not exceeding fifty thousand pounds sterling shall also be expended in construction on each extension, after which the line from Saint John to the State of Maine to be proceeded with, and the two extensions shall be proceeded with by an equal annual expenditure on each extension.

4. The construction and management of such Railways shall be under the charge of five Commissioners, any two of whom with the Chairman, shall be a quorum, to be appointed by the Governor in Council, and to hold office during pleasure, one of whom to be named in the Commission shall be the Chairman, who may sit and vote with the other Commissioners. Not more than one of such Commissioners shall hold a seat in each branch of the Legislature.

5. No Member of the Legislature shall hold or be appointed to any office of emolument under the Commissioners, or be a Contractor or party to any Contract for the construction, management, or working of the road or any part thereof.

A BILL

To authorize the construction of Railways in this Province.

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A BILL

To provide Funds for the Construction of Railways.

1. The Governor in Council may contract a loan on the pledge of the Revenues of the Province, whether arising from the Duties upon imports, the Sale of Crown Lands, the Export duty on Timber and other Lumber, the Royalty derived from Mines and Minerals, or the Tolls to be collected on the Railways constructed with the money borrowed under this Act; which money so borrowed shall not exceed the rate of two hundred thousand pounds sterling per year.

2. Certificates of Debt, to be called Debentures, payable in sterling money, to be numbered consecutively commencing with number one, with coupons annexed, bearing interest at six per cent., payable semi-annually at such place as shall be specified therein, may be issued from time to time as the Railways proceed, in such form, verified and authenticated in such manner, payable in such periods, in such amounts, not less than one hundred pounds each, and on such conditions as the Governor in Council may prescribe; the principal of such Debentures to be paid in full after the expiration of thirty years to the holders thereof.

3. Subject to the payment of the Civil List and of any previously existing liability, the faith and credit of the Province, and the ordinary revenues thereof, derived from all sources, and the proceeds of any special impost now or hereafter levied and collected, for the purpose of paying Railway Debentures or the interest thereon, together with any Railway constructed by the loan hereby authorized, shall be and hereby are declared pledged to any and every holder of the same.

4. The principal sums to be raised and borrowed shall be received and paid out as other public moneys are, in defraying the charges made payable by this Act, or any other Act relating thereto; and the Account of the moneys raised by the authority of this Act, and the expenditure thereof, shall be kept with such Bank or Banks, and the Fund shall be paid and managed in such manner for the redemption and liquidation of the principal sum, as the Governor in Council shall prescribe.

A BILL

To Enact an Impost for Railway purposes.

1. On and after the passing of this Act, there shall be granted to the Queen, for the use of the Province, towards defraying the interest on any loan effected for the construction of Railways, and on all Debentures issued for Railway purposes, upon all goods, wares, merchandise, chatties, and things not specially herein excepted, brought into the Province, whether from any part of the British Empire or Foreign place, or which may be saved from any wrecked or stranded vessel, a duty of two pounds ten shillings for every hundred pounds of the true and real value thereof, and at the like rate for any greater or less sum.

2. The duties herein imposed shall be paid by the importer or importers thereof respectively, and shall be held and taken to be in addition to any duties which are or may be imposed and collected by any Act of the General Assembly of the Province, now or hereafter in force, and shall be collected and secured by means and under the regulations and penalties, and shall be drawn back on exportation, or warehoused in the manner provided by any law in force at the time for the collection and protection of the Revenue.

3. The articles specified in the Schedule to an Act made and passed in the eighteenth year of the Reign of Her present Majesty, entitled "An Act for giving effect on the part of the Province of New Brunswick to a certain Treaty between Her Majesty and the United States of America;" and any articles the growth or produce of any British Colony which are or may be exempted by law, or Proclamation under the authority of law, and the baggage, apparel, household effects, the working tools and implements used and in use of persons or families arriving in the Province, if used abroad by them, and not intended for any other person or persons, or for sale, shall and are hereby declared to be exempt from duty under this Act.

By yesterday's mail we obtained through the attention of Mr. Sutton, the Report of the Chief Commissioner of Public Works, for the past year. It comprises 63 pages of octavo. We have had but time to turn over its leaves, by which we perceive that it contains some matters relative to this and the neighbouring Counties: we shall give some extracts next week.

COUNTY GLOUCESTER.

FROM OUR OWN CORRESPONDENT.

Bathurst, March 13, 1856.

For more than a fortnight past the Mails have been from two to three days behind time, occasioned partly by the heavy storms which have prevailed, and partly, it is thought, from a more controllable cause.

Never, perhaps, did the advantages of Telegraphic communication appear more desirable than during the last few weeks. Matters of great moment to almost all classes were pending both in Europe and at Head Quarters. Early intelligence of the progress and result of these matters, was anxiously looked for, and the delay suffered for days beyond the usual and ordinary time, for its receipt was grievously felt. If we had had the good fortune to be connected with your Telegraph wire, we

would have been relieved of much of this anxiety and suspense, and mercantile men would have been better enabled to complete the arrangements usually made at this season for next year's business than they have been.

But why have we not a Telegraphic communication? We have tried to get it, but without success. Two years ago a movement was made to get the Richibucto and Chatham line extended to the Canada frontier, in the hope that the Quebec company would connect their wires with it. A Stock list was opened here and sufficient was subscribed to defray the expense of the line from Chatham through this Parish. Restigouche, however, I believe, prepared no subscription list, and the Secretary of the Quebec Telegraph Company, in reply to enquiries, stated that there could be no hope of that company joining on, unless the Government would construct the line from Restigouche to Metis, (chiefly wilderness) at public expense. Notwithstanding that our Legislature granted £310, (£100 to Bathurst, £200 above,) towards the object, so many difficulties presented themselves at that time that the prospect fell through.

Last season the line from Chatham was extended across the river to Newcastle, and as this very important item of expense in carrying the line northward was already overcome, it was thought a favorable opportunity this winter for renewing the attempt to get the line as far as Bathurst at all events, and trust to time to push it on to Canada. Consequently an offer was made to the Chatham and Richibucto Company, to provide means to construct and furnish a branch of their line from Newcastle to Bathurst, without delay, upon condition that after completion, they would take their line under their charge, and admit the parties advancing the funds as common Stockholders, to the extent of their advances. This offer was declined. The Company would consent to let Bathurst hook on at Newcastle, but they should construct and maintain the line from thence Northward, until it paid, or in other words, become profitable, when the Company would take it off their hands. This was considered a tolerably hard proposal, and further negotiations have ceased. Nothing further probably will be done, until the Chatham Company are moved by a more liberal policy, or until the prospect of a war with our neighbours becomes so threatening, that the Government will be induced to carry through this line for national purposes. The latter prospect is by no means a barrier on either.

Please correct the following errata in my last letter; for abstain read *abstained*; narrow brains, 4th par., read *narrow limits*.

CANADA.—We are indebted to the Morning News for the following Telegraph despatch received at the Reading Room in that city, stating that the Canadian Government had suffered a defeat:

"A Telegraphic Despatch received at the New Room Yesterday (13) announces a defeat of the Canadian Ministry on a motion made by Mr. Cameron, for address for a copy of Judge Duval's charge to the Jurors in the Corrogan murder case, and which was resisted by the Government. The motion was finally carried—Yeas 48, Nays 44. The Ministry have asked and obtained until to-morrow (this day) to decide what course to pursue."

TO CORRESPONDENTS.—Our correspondents must exercise a little patience—we shall attend to their favours as soon as circumstances will admit. The space occupied by Legislative news necessarily circumscribes our limits.

If A Parent feels himself aggrieved, we would recommend him to lay the matter before the Trustees of Schools for the Parish, or the School Inspector for the District. If he fails in obtaining redress in either of these quarters, we shall not hesitate to allow him space in our columns to state his complaint.

AN EXCELLENT EXAMPLE.—It is stated on good authority, that the late Mr. James Wheaton, of Richibucto, who was by no means a wealthy person, has left the munificent Bequest (in reversion) of Six hundred Pounds, to St. Mary's Church in that town, the annual interest of which is to be appropriated towards the maintenance of the Rector of this parish, and his successors in the Holy Ministry. What English Churchman in this County (Kent) will not cherish with profound respect and reverence the memory of JAMES WHEATON, as a true friend, a faithful christian, a grateful fellow churchman, and a valuable helper, even after he has entered into rest? "May the Lord remember him Concerning this, and may he wipe not out the good deeds that he hath done for the Honor of God, and for the office thereof.—Communicated.

NEW PAPER.—We were yesterday handed the Prospectus of a Newspaper, which Mr. Davis P. Howe purposes starting in Chatham, at an early day. He states that he intends to "eschew politics."

NEW WORK.—We are indebted to Mr. E. G. Fuller, of the American Book Store, at Halifax, for a copy of GODEY'S LADY'S BOOK for March. It is an admirable number, and fully sustains the high character this periodical has so long maintained. It can be seen at our Stationery Store.