to Saint James ; 15 from Devoys corner, in Saint David, to Wymans, in Saint James ; 15 from Devoys corner towards Moses Reeds, in Saint David ; 15 from Devoys corner to Sharmans, Saint David ; 8 from Towers corner post Patrick Devlens, in Saint David ; 10 from Mitchels post Devlens, in Saint David ; 10 from Mitchels post Dickeys Mill, in Saint David ; 12 from M'Canns towards Moores Mills, in Saint David ; 18 2 6 from Moore's Mills, in Saint David, to the Woodstock road ; 8 from the old Meeting House corner to Pennys Stream, in Saint David ; 10 to remunerate William Lever for rebuilding a Bridge last year, under direction of the District Commissioners ; 10 from the Head of Oak Bay towards the Ledge, in Saint David ; 10 from John Ragans to Jacob Reeds, in Saint David.

RESTIGOUCHE BYE ROADS.

£20 on the road between Conner's and Ryan's ; 15 on the road to the Sugar Loaf Settlement ; 10 on the road to Lilly Lake Settlement ; 20 on the road from Crawords to the Colebrooke Settlement ; 10 on the road from Le Nimm to the Settlement in rear ; 20 on the road between Lloyds and Ryan's ; 5 on the road to Eel River Forks from Millers to Parrets; 20 on the road West side Eel River from Conleys up ; 10 from Eel River Forks to Loobys ; 38 15 from the Forks of Eel River towards Colebrooke ; 30 on the Breast road from Donald Frasers towards Arseneaus ; 20 from the Bridge at River Charlo, west of M'Phesons, to the Settlement in rear ; 5 to repair and open the Drain from the Great Road between M'Phersons and Cooks ; 5 from the road to the Shore at Alexander Cooks ; 15 on the line between Lots 6 and 7 to Limestone Point ; 10 on the road to the Shore West side Benjamin River, post the Mill, to the Cove ; 10 on the road to the Shore between C. and R. M'Alisters ; 15 on the road between Doyles and M'Carty's the Settlement in rear ; 10 on the road to the Shore between Connachers and M'allys; 10 from Harvies to the back Settlement ; 15 on the Breast road in rear of Harvies; 20 on the Breast road through the Doyle Settlement ; 15 on the road between Blacks and Archibalds ; 20 on the road to Shore between Doyles and M'Millans ; 30 on the road to the back Settlement between Ullcans and Quinns ; 5 on the road to the Shore between M'Phersons and Cooks ; 5 on the road to the Shore near M'Intyre's; 10 on the road to the Shore west side M'Kinnons Lots ; 10 from the Highway to the Shore on Lot 76, near P. Doyles ; 5 from the Highway to the Shore between William and Ebenezer Fergusons ; 20 to explore and open a road from the Highway to Loch Broom Settlement ; 30 from the Great Road to the Settlement in rear, on the line between John Murchieys and James Hamiltons ; 10 for the road to the Shore between Murphieys and Sheas ; 10 for the road to the Shore between Connacher's and Jeffetys, at Point Le Nimm; 20 on the road from Christephers towards the Mouth of Upsalquitch ; 140 on the Great Road Line through the County, for repairs of the Road and Bridges.

WESTMORLAND BYE ROADS.

£15 from Dobson's to H. Ward's ; 15 from E. Knoworth's to Cape Spear ; 25 from Cape Spear to John M'Gushing's; 25 from the Gasperaux to Great Shemogue ; 5 from Thomas Outtons to the Emigrant road ; 5 from Joseph Murrays to Thos. Outtons ; 10 from William Fillmores to Joseph Finneys ; 15 from the Little Shemogue to Cadmans ; 10 from the Emigrant road to John Allans, near the Bay Shore ; 5 from the Great Shemogue to the Little Shemogue, by Bonvies ; 5 from the Great Shemogue road to the Little Cape; 10 from the Great Shemogue to Tedish ; 10 from the Great Shemogue to Alexander Andersons ; 5 from Point Migie to William Whites ; 10 from L. Chappels to and beyond Goodwins ; 10 leading from Jolicure to the Lake Settlement ; 15 leading from Jolicure to Point Migie ; 10 from Amos Fowlers to Point de Bute ; 30 from Alexander Andersons to Fillmores ; 5 in aid towards building a Bridge on the road from James Hewsons to Jolicure ; 15 from Allens Creek to Cape Maranguin ; £4 3 6 to be paid George Lawrence, as amount due him ; 15 from Grand Aunce to Cape Maranguin ; 10 for the Bridges on the road from Snells Mill to Absalom Andersons ; 15 for the road North Joggins to Dorchester ; 15 for the Grand Aunce to Second Westcock Hill ; 15 from Sackville to Dorchester, through Fairfield ; 10 from Euphadet Reeds to the Town Line ; 10 from Henry Ogdens to Beech Hill, by Trout Brook ; 5 from Beaubogon road to Courtney Seats ; 10 from Charles Smiths, Beech Hill road to Dickeys; 50 from Thomas Ayres, over Beech Hill, to Dorchester Great Road; £10 to be expended between Goulds and C. Charters ; 20 from Towses to Saint Andrews Settlement ; 26 15s. to be paid Gideon Estabrooks for building Bridges ; 10 from William Cripens to D. Sears, across the Bog at the North Lake, and opening the road ; 50 from Towses to the Aboushagan ; 10 leading from the Sackville road, through Somerset Hill, beyond Thomas Milners ; 20 leading to the Public Landing at Coles Point ; 5 from Cooks to the Great Road on the Sackville Line ; 5 from the Chapel in Dorchester around the Cormea Marsh; 10 from Bellevous Village, through Dover, to the Great Road ; 20 from Dover to the Great Road, via R. Carters ; 10 from Detesuerniers Village to and through the Ayers Mill Settlement ; 10 leading from the Dorchester road through the Blenis Settlement ; 10 from the Great Road in Dorchester to the Sackville Line, via Cook Smiths ; 5 from the Great Road in Dorchester to Landrys via the Lake ; 10 from the Great Road, through the Guyton Settlement, on the East side of the Memramcook River ; 10 from the Chapel road to Dorang Legores ; 30 from David Bondrots via Fort Folly, to Taylors ; 5 from the Great Road to Joseph Bellevous Mill ; 10 from the Road and Absalom leading from Patrick M'Guiley to the Shediac road ; 5 from Mittens to Asa Fillmores, via John Mittens ; 5 leading from the Great Road to Chas. Melansons ; 5 from Morang Tarrios at Simon Legeres Mill ; 5 from the Shediac road to and the French Settlement ; 20 from Shediac road to and through the Manudie Settlement ; 5 from Budrots in Barrichot to the Settlement back of Ohio ; 10 from the Chapel in Barrichot to the old Mill ; 10 from Barters Cove to John M'Dougals ; 5 from Peter Babinots, North side of Shediac River, to Newmans Mills ; 15 from John M'Dougals to Irish Town road ; 10 from Courtney Kinnears to Cormeas Meadow; 20 for the Bridge over Shediac River near Clements; 5 from Shediac road to Gilberts Mills ; 40 from South East Branch Aboushagan River to Sackville road ; £35 of which to enable the Commissioner to pay for a Bridge already erected ; 5 from Joseph Galongs to Kouchibouguac ; 50 towards the Aboushagan Bridge ; 7 from Shediac road to Harris Mills ; 5 from Shediac road to Jerry O Neils ; 10 from Irish Town road to J. C. Woods, through the Communication road ; 10 from Hall's Creek to and by Michael M'Farlanes ; 20 from Lutze Mountain to Steeves Mountain ; 10 from the Great road to the Steeves Mountain Settlement ; 10 from Steves Mountain to the Fredericton road by Kilhams Mills ; 10 from the M'Lauchlan road to Indian Mountain ; 15 from James M'Fees, to and by Daniel Wheatons, up the South side of the North River; 5 from the Butternut Ridge to Jonathan Hicks ; 10 from Alexander Kinnears to Joseph Chipmans ; 10 from Kings, on the Butternut Ridge, along the line dividing the Arnold Grants ; 20 from the Great Road to Butternut Ridge ; 20 from James Blakeneys to Corn Hill, via North River ; 10 from Charles Blakeneys to Thomas Fawcetts ; 15 from the main road at Scotts to the Fredericton road, via North River ; 5 from Alexander Cains to the County Line ; 5 from the Great Road to Pollett River, via Haslets Mill; 13 from the Bye Road to the Line of Albert County, leading to R. Stiles ; 10 from Butternut Ridge to Corn Hill ; 15 from the Bend through Irish Town ; 10 from the Bend to the Mountain Settlement ; 8 from the Great Road, via Charles Whites, through the John Gould Settlement.

His Excellency the Lieutenant Governor gave his assent to the following Bills, at the close of the Session.

An act to appropriate a part of the Public Revenue for the payment of the Ordinary Services of the Province :

An act to appropriate a part of the Public Revenue for the services therein mentioned :

An act to provide for opening and repairing Roads and erecting Bridges throughout the Province :

An act for the encouragement of Agriculture ;

An act for the adjustment of certain outstanding Bonds to the Crown :

An act to provide for the improvement of the Navigation of the River Saint John :

An act for the re-appropriation of the sums granted to counties of Northumberland and Restigouche at the last Session of the Legislature for the purchase of Seed :

An act to consolidate and amend the several acts of Assembly relating to Summary Actions :

An act to consolidate and amend various acts of Assembly relating to the further amendment of the Law :

An act to amend the Law relating to Juries :

An act in further amendment of the Law relating to the Register of Deeds, and other Instruments :

An act to repeal the several acts of Assembly relating to Bankruptcy in this Province :

An act to amend an act relating to Insolvent Confined Debtors :

An act to amend an act, intituled "An act to provide for the support and improvement of Parish Schools :"

An act to restrain the holding of Parishes in plurity by the clergy of church of England in this Province :

An act in amendment of an act, intituled "An act relating to Wrecked Property :"

An act to amend an act, intituled "An act for ascertaining the Population of this Province, and for other purposes therein mentioned :"

An act for regulating the shipping of Seamen at the Port of Saint John :

An act to authorize the widening and enlarging of Mill Street in the City of Saint John :

An act to increase the Capital Stock of the Saint John Water Company, and to provide a more efficient supply of Water in the city of Saint John :

An act in addition to and in amendment of the act relating to the Navigation of the River and Harbour of Saint John :

An act to make provision for a Public Burial Ground in and for the City and County of Saint John :

An act to authorize the sale of a Lot of Land and Premises purchased for a Sailors' Home in the City of Saint John :

An act for the appointment of Commissioners of Sewers for the Parish of Sackville, in the county of Westmorland, and to divide certain Marsh Lands in said Parish into several Bodies or Districts :

An act to authorize and empower the Rector, church Wardens and Vestry of Saint George church, in the Parish of Bathurst, in the county of Gloucester, to sell and convey a certain tract or lot of Glebe Land situate in the said Parish, and to vest the proceeds in the purchase of other Lands in a more desirable situation, and more productive :"

An act to facilitate the operations of the York and Carleton Mining Company :

An act to amend an act, intituled "An act to incorporate the city of Fredericton :"

An act in further amendment of the acts relating to the Incorporation of the Saint Andrews and Quebec Rail Road Company :

An act in amendment of an act, intituled "an act to provide for the Incorporation of certain Presbyterian churches in this Province not in connexion with the Established church of Scotland :"

An act in addition to an act, intituled "an act to incorporate the British North American Electro Magnetic Telegraph Association :"

An act in addition to and in amendment of an act, intituled "an act to incorporate the South Bay Boom Company :"

An act to amend an act to incorporate the New Brunswick Electric Telegraph Company :

An act to incorporate the Grand Division and Subordinate Divisions of the Order of the Sons of Temperance in New Brunswick :

An act to incorporate the Fredericton Mutual Insurance Company :

An act to incorporate the Saint Stephen Upper Mills Boom Company :

An act to incorporate the Trustees of the Wesleyan Academy at Mount Allison, Sackville.

And also the following Bills, which severally contain a clause suspending the operation thereof until Her Majesty's assent be had and declared :

An act to vacate the Seats of Members of the Assembly in certain cases ;

An act for reduction of Judicial Salaries :

An act in amendment of and in addition to an act, intituled "an act in addition to an act, intituled 'an act to extend the privilege of solemnizing Marriage to all Ministers or Teachers of the several Religious Congregations in this Province :'"

An act for the adjustment of claims of certain purchasers of Crown Lands :

An act further to facilitate the making of a Rail Road from Saint Andrews to Woodstock, with a Branch to Saint Stephen :

An act in further amendment of the Charter of the City of Saint John :

An act to incorporate the Saint John and Shediac Railway Company :

An act to incorporate the Saint John Suspension Bridge Company :

An act for the relief of the Reverend Edward D. Very.

As to the Bill, intituled—

An act to consolidate all the Laws now in force for the division of the Province into Counties, Towns and Parishes ;

His Excellency the Lieutenant Governor was pleased to reserve the same.

THE CHRONICLE.

SAINT JOHN, APRIL 27, 1849.

OUR CONDITION AND PROSPECTS.

We copy from the *Head Quarters* the following able and judicious article, on the present lamentable condition of this Province and the future prospects of the British North American Colonies in general; and on the measures to be adopted in hope of averting the evils, which otherwise must necessarily result from a continuance of the present state of things. That the very existence of these Provinces, as Colonies of the British Empire, depends upon the policy henceforth to be pursued by the Parent Government, is an undeniable truism ; and it is one of such importance, that a serious and earnest consideration of the principles and consequences involved in the momentous question, "*Does Great Britain wish to retain her Colonies?*" must necessarily force itself upon the mind of every British Statesman, every patriotic British subject, and every rational and loyal British Colonist. That the British North American Colonies can continue to exist, under the present calamitous and de-nationalising pressure of the ruinous results of that insane policy, is impossible; either a change of measures, as affects their interests, must speedily be adopted by the Mother Country, or they must rapidly sink into total ruin and anarchy, or be forever dismembered from the British Crown. Either of these latter results, we most heartily and earnestly deprecate, and pray may be averted; and in order to awaken the Government and people of the Mother Country to a true sense of our condition and prospects, as well as to the sound policy of preserving the connection with and affections of a devoted and loyal colonial population, some immediate and energetic measures should be adopted by ourselves; we should promptly and emphatically make known our grievances where they ought to be understood and redressed; our cry should loudly come up into the ears of those in high places; and then, if we should after all be cast off and left to perish or to seek refuge elsewhere, the casualty will not be attributable to our supineness or indifference, but to the insane policy and cruel injustice of the power which should have protected and preserved us. We heartily approve of our contemporary's suggestion of an *immediate* Delegation from all the Provinces to the Mother Country; but we do not agree in the proposition, that such a Delegation should be composed only of members of the Legislatures: we think there are many gentlemen, not Legislators, fully as competent as any of our Law-makers, (and much more so than many of them,) to advocate our cause in Great Britain, and would wish to see some of them associated with the Legislative members of such a Delegation.

DO THE PEOPLE OF ENGLAND WISH TO RETAIN THESE COLONIES?

This startling question was broadly put by a Select Committee of the House of Assembly of this Province, in their report on Railways submitted to the House of Assembly during the late Session of the Provincial Parliament, and although those who had the boldness to propound it, were met by sarcasm, slightly tinctured with abuse, yet it has never been fairly and openly met by a candid discussion of our present position and future prospects. That there is a great amount of misery, and a growing feeling of uneasiness and discontent, among the inhabitants of these colonies, few will have the hardihood to deny ; and that a great portion of the suffering, and all the discontented feeling, which now exists have been the result of Imperial Legislation, by which our export trade has been ruined, a vast majority of inhabitants of British North America believe. The failure of the potato and wheat crops have, no doubt, aggravated the evil, but these are not, and cannot be, the causes which have produced the ominous, although yet subdued murmurs which are heard from every quarter of the British dominions on this continent. It is our firm conviction that a crisis is at hand, such as these colonies never before saw, and unless some immediate steps are taken to prevent the impending evil, the consequences must be disastrous to British interest in North America. Hope is emphatically dying in the breasts of our most enterprising and public spirited merchants. Our mechanics are either leaving the country or living a life of all but hopeless penury. Our farmers, discouraged by the failure of former crops, and cramped for the means of procured seed to put in their lands for the coming year, have lost that energy which is necessary for the successful prosecution of their laborious but honorable employment, while the entire body of the people seem to be acting without any fixed purpose, and living without any defined hope of future amelioration. It does not require a far-sighted politician discover that this state of things cannot much longer without incurring risks which it is unnecessary to particularize. Already has the cry of annexation to the United States of America been publicly raised by the designing, repeated by the republican, and echoed back by the unthinking and the ignorant with a carelessness which marks with precision the degree of importance which these classes attach to British connexion. Propositions which even but five years ago would have been spurned with disdain, and those who made them would have been scouted as rebels from one end of the Province to the other, are now discussed with a recklessness of consequences which speaks too plainly the absence of those feelings of affection for the land of our forefathers which in former times rose superior to every other consideration. What has happened to produce this change in the minds of the people? We fear the only answer which can be given to this question is, that it has been brought about by a system of Imperial Legislation, which deals with colonists as aliens and strangers—a legislation forced, perhaps, on the minister of the day by Cobden and his free trade compeers, but which has now all but severed the last link which binds the North American Colonies to the Crown of England. These colonies have to lament that many of the eminent statesmen who often vindicated their cause on the floor of the British Commons House of Parliament, have been gathered to their fathers, among the few who remain, who have had practical experience in the public affairs of British North America, not one, we believe, has now a seat in Saint Stephens. Sir Howard Douglas, their staunch and unflinching friend, is out of the way, and the Manchester manufacturer has only to meet such opposition to his anti-colonial schemes as the authorities at the colonial office may see fit to interpose, or the protectionists have it in their power to offer. There is no practical information to be given on disputed points, and Cobden, with his free traders, at his back, is lord of the ascendant in the Lower House. It is no wonder, then, that the protectionists and the agricultural party in the House of Commons should be unable to save the colonies from the effects of legislation which is urged on by members of Parliament, not one in twenty of whom ever had a foot in any colony, and perhaps a like proportion know nothing of our wants, and probably care little for our wishes. Such men can hardly be expected to bring their minds to bear on the peculiar position in which we are placed, or to lend their sympathies to us while they hold the doctrine that the nation would be better without us. We need not wonder that under such circumstances we cannot get British capital invested in these colonies, for while British statesmen in their places in the British Parliament speak of us a burthen which it will be prudent at an early day to cast off, how can it be expected that those who have means to invest will lend it to a country which, without its own consent, and against its wishes, is placed in this uncertain and perilous position? Nor are we in any better position with respect to our American neighbors. American capital we cannot get, for produce of that capital cannot be carried to their markets. We are precisely in the position of a man who has dealt with a merchant over the way, and that merchant wishing to limit his transactions with his former customer, has refused him further credit, and has also given him a *bad name*—the merchant on this side of the way has heard of it, and he will have nothing to do with him, so that between the two we are in a fair way of being starved to death for want of the means of prosecuting our ordinary employments. It is idle to say that under such circumstances the people of these colonies are, or can be, contented, and if those distinguished statesmen, who, in Parliament, express their belief that they are so, would only take the trouble of ascertaining the real state of feeling in British North America, they would soon be convinced that they labour under a grevious and most dangerous delusion. The colonists are a long suffering people. They love British institutions, and they reverve all that is great and good in the history of their country, but they must *live*, and startling as it may appear to some, even among ourselves, there are many people born and bred in the country willing to labor for the bread which they eat, but who have been driven by *starvation* to beg support from public charity. We most readily grant that hitherto a separation from the mother country has been looked upon by the thinking portion of the inhabitants of these Provinces as a something which in the lapse of ages might happen, and when it did happen that the separation would be a peaceful one, and that the day which terminated their colonial connexion with Great Britain would be the advent of a new nation, untrammelled by hostile commercial interests, and unstained by the abiding curse of domestic slavery. These visions are, however, fast being chased away by the stern reality of changes forced upon us of an astounding character. The descendants of that people who sacrificed all for their loyalty to the Crown of England, are now asking each other "Do the people of England wish to retain these colonies?" and we fully agree with the Select Committee in the opinion that "If they do, the Great Trunk Railway is indispensible." Let us now for a moment see what the colonies themselves have done to prove that they are sincere in wishing to perpetuate British connexion by the erection of this great national highway. Nova Scotia has given the right of way with the necessary ground for station houses on private property, all the public lands for five miles on each side of the road, and a guarantee of twenty thousand pounds sterling per annum, to assist in paying the interest of the outlay. New Brunswick has given the like facilities over private lands, *ten miles* of the public lands on each side of the road, and twenty thousand pounds currency, or about *one fifth* of the gross Revenues of the Province for twenty five years. Canada has made a like offer of private and public lands, and twenty thousand pounds per annum in money for the same object. The momentous question now is, will the Imperial Government accept or reject these liberal offers?—Looking to the present position of the Imperial cabinet, and the influences which have hitherto prevailed, we fear that the colonial minister will scarcely venture to recommend this measure to the consideration of Parliament, even when backed by the offer of a submission to a further modification of the duties on square timber imported from these colonies into the British markets.—Assuming this to be the case, in what position are we then left? Hemmed in by high tariffs from the markets of the United States on the one hand, and jostled out of the British markets by foreigners on the other, those colonies have no choice left but to seek refuge from total annihilat on in the bosom of the neighbouring republic. If this be the object of the English free trader, he will, most unquestionably, accomplish it in a less space of time than he at present dreams of, and the three millions of souls embued with a love for their Queen and a veneration for the institutions of their forefathers, will be driven by desperation to take a step which force and fraud united could never accomplish, unless aided by Imperial legislation. This is the real position which this momentous question assumes in the mind of every reflecting practical man in these colonies, and the only doubt which now arises is, have the colonies yet done all which men can do to remove from themselves the responsibility of any share in the impending ruin of their Country. To this question we respectfully answer nay. A DELEGATION consisting of at least *one member* of the Legislature from each of the three colonies should be sent home to give authentic information on the spot, both in relation to the general state of the colonies, and more particularly with reference to the necessity of immediate action on the part of the Imperial Government towards the construction of the Great Trunk Railway. Such a delegation might fail, but even if it did the colonists would have the satisfaction of knowing that before the last die was cast they had done all that men could do to maintain unimpaired the integrity of the empire. The expence would be but trifling, and the chances of success, however faint, should not be allowed to pass away forever without one more effort, which, if successful, would infuse new hope, new vigor, and life into the country, and the difficulties and trials, severe as they have been, and still are, would soon be forgotten in the brightening prospects which would expand before a contented, industrious, and still loyal people. We have dealt plainly with this question, for although it is the duty of the man before the mast to obey orders, yet when the meanest ship boy sees the breakers ahead, it is also his duty to cry out, that the ship may be saved from total wreck. We hope our brethren of the press will turn their attention to the subject, and aid in endeavouring to impress on the public mind the necessity of a delegation such as we have proposed. No time should be lost; every moment is precious to us, and if we do not greatly deceive ourselves every moment is equally precious to those on the other side side of the water, who do not wish to see the colonial empire of Great Britain sacrificed to Manchester cotton spinners.

The following extract taken from a Despatch of the Governor General of Canada, shews that he has duly considered the question of Rail Roads,—the state of these Provinces, and the results likely to arise therefrom. His Excellency, in having taken the view he has of the case, furnishes a guarantee of his desire to improve the state of the Provinces. He cannot, in his position as Governor of the Canadas, and being immediately in the midst of the discordant elements that peresides the land, but see the necessity of some measures being adopted by the Parent Government for allaying the irritated feelings of the people, or the time cannot be far distant when that section of the Colonial Empire will throw itself into the arms of the neighbouring Republic; and that as a natural consequence, these Provinces must be sucked into the vortex.

"I have chiefly insisted on the advantages which the mother country is likely to derive from the execution of this work, believing that the benefits which it will confer on the colonies too manifest to require elucidation, I would, however, venture to offer one observation on this head. It is obvious that as soon as railway communication is extended throughout the provinces a smaller military force than is now requisite will suffice for their protection. But looking to the anxiety which your Lordships has repeatedly expressed that a diminution in the expenditure incurred by Great Britain on this account should be effected at the earliest period I am prepared to go a step further in this direction, so confident am I that the mere undertaking of the work in question will tend to raise the colonists from the despondency into which recent changes in the commercial policy of the empire has plunged them; *to unite the Provinces to one another and to the mother country*; to inspire them with that consciousness of their own strength and of the value of the connection with Great Britain, which is their best security against aggression; that I would not hesitate to recommend that an immediate and considerable reduction should take place in the force stationed in Canada, in the event of the Quebec and Halifax Railway being determined on.

The following is the resolution passed in the Canadian Assembly last week—61 to 4—in favor of the Halifax and Quebec Railway.

5. That if her Her Majesty's Government shall undertake the construction of the Railway between Halifax and Quebec, as a great national work, linking together the several portions of the British Empire on the continent of North America and facilitating the adoption of an extensive, wholesome and effective system of Emigration and Colonization, either directly or through the instrumentality of a private company.—It is right that Canada should render such assistance as her means will admit of, and should undertake to pay yearly, in proportion as the work advances, a sum not exceeding £20,000 sterling, towards making good the deficiency, (if any) in the income from the Railway to meet the interest of the sum expended upon it, and should place at the disposal of the Imperial Government all the ungranted lands within the Province, lying on the line of Railway to the extent of ten miles on each side thereof, and should further undertake to obtain pay for, and place at the disposal of the Imperial Government, all the land required within the Province for the line of Railway, and for proper Stations and Termini.

LIBEL SUIT.—The case of James Gordon Bennett against Major Noah, for a libel, damages laid at $10,000 was heard before a Sheriff's Jury at New York on the 5th ultimo. The Major gave a biographical sketch of the *Herald* for the last 25 years, and the Jury after five minutes delay, returned a verdict of *six cents!*

ST. GEORGE'S DAY.

Monday last being the Anniversary of England's Patron Saint, was duly celebrated by the St. George's Society, of this city, who dined together at the St. John Hotel at 7 o'clock. The Dinner and Wines were excellent and in every way worthy of the day—the table fairly moaning under the weight of the generous viands which furnished forth the "good old English cheer"—the whole reflecting the highest credit on the Messrs. Scammell, the caterers. The duties of the Chair were most ably performed by JOHN H. GRAY, Esquire, the President of the Society. H. P. STRONACH, Esq. V. P. officiated as Croupier. We append the list of standing toasts, but we regret that, owing to the absence of a Reporter, it is not in our power to lay before our readers the appropriate and many eloquent remarks by which they were introduced by the President who on this occasion exerted his well known talents and taste with the happiest effect. The proceedings of the evening were marked throughout by those strong feelings and expressions of loyalty and attachment to England and her Crown which have ever characterized this Society, and the burst of enthusiasm with which the name of Her Most Gracious Majesty was received, showed how warmly every heart responded to the dutiful and spirited address of the worthy President. Amongst the public Guests were His Worship the Mayor, Lt Colonel Deane, K. H., of the Royal Regiment, the Rev. Dr. L. W. D. Gray, Rector, the Presidents and Vice Presidents of St. Andrew's and St. Patrick's Societies, &c. &c.—The Band of the Queen's New Brunswick Rangers was in attendance, and added much by their enlivening strains to the hilarity of the evening. Some capital songs were sung and many excellent speeches delivered during the evening, among the latter that of Walker Tisdale, Esq., deserves a more extended notice than we are able to give.—The party broke up at a late hour, having evidently appreciated the pleasures of social intercourse and enjoyed the "feast of reason and flow of soul" which such merry meetings are always sure to promote.

TOASTS.

1. The day and all who honor it.—AIR—"*Bonnie English Rose.*"
2. The Queen.—"*National Anthem.*"
3. Prince Albert and all the Royal Family.—"*Prince Albert's March.*"
4. His Excellency Sir Edmund Head, the Lieut. Governor of this Province—may its regeneration date from the commencement of his government.—AIR—"*True old English Gentleman.*"
5. The Army and Navy.—AIR—"*British Grenadiers,*" and "*Rule Britannia.*"
6. Our Sister Societies of Saint Andrew and Saint Patrick.—AIR—"*Auld Lang Syne,*" and "*St. Patrick's Day.*"
7. The Commandant and Garrison of St. John.—AIR—"*Quick Step.*"
8. The Mayor and Corporation of the City of St. John.—AIR—"*Money in both pocket.*"
9. Our Sister Colonies—may coming years but more closely cement the union between us.—AIR—"*We have lived, and loved together,*" and "*Canadian Boat Song.*"
10. Lady Head, and the fair daughters of New Brunswick.—AIR—"*My Love she's like the red red rose.*"
11. The Duke of Wellington—"First in War—First in Peace—and first in the hearts of his Countrymen."—AIR—"*See the conquering Hero comes.*"
12. The memory of the Immortal Nelson.—"*Dirge.*"
13. Lord Gough, and the army of India.—AIR—"*Go where glory waits thee.*"
14. The land of our birth, and the land we live in.—AIR—"*Home sweet Home.*"
15. Our absent Members, and the Sons of Saint George all over the world.—AIR—"*Roast Beef of old England.*"

THE RAILWAY LEAGUE.—The first meeting of the Council of the Railway League took place on Wednesday last, when the following office bearers were nominated :

ROBERT BAZARD, M. D., *Chairman,*
WILLIAM WRIGHT, *Treasurer,*
M. H. PERLEY, *Corresponding Secretary,*
CHAS. L. STREET, *Recording Secretary,*

A variety of business was transacted connected with the complete organization of the League, and carrying out its objects. Among other things it was resolved unanimously, that the editors of the several newspapers in the City of St. John should be invited to become honorary members of the League; and that Tract No. 1 should be issued as early as possible—to contain a synopsis of Major Robinson's Report on the Trunk Line of Railway from Halifax to Quebec, and a summary of Mr. Wilkinson's valuable Report on the important branch from Shediac to St. John.

The Railway League has been favorably noticed by the Boston and New York papers, and also by those at Halifax. In allusion to the Shediac Line, the last "Nova Scotian" says—"let the Railway League in St. John take it in hand, and with the spirit of perseverance and energy they have already manifested, there would be little fear of success." —*Courier.*

MILL STREET.—We are informed that the Commissioners for widening Mill Street have promptly entered upon the duties of their office, and decided upon taking off a strip of ground along the fronts of the Lots on the Eastern side of the street, ranging from 10 to 18 feet, so as to obtain a uniform width throughout of fifty feet, in continuation of the present lines of Dock-street.—This will be a great public improvement, and cut off the unsightly jogs or projections which now obstruct and disfigure a line of so important thoroughfare. The Plan adopted by the Commissioners may be seen on application to either of those gentlemen. The Commissioners are John Duncan, Thomas Leavitt, Nathan S. Demill, and William Wright, Esquires.—[*Observer.*

AN OLD OFFICER.—At the Queen's Levee, last month, many of the Old Peninsular Heroes who had received their decorations were presented—among the names we notice that of Major John Alves, formerly of the 74th Regiment, and well remembered in this city. This veteran officer, who followed the fortunes of that gallant and distinguished corps through the whole of their brilliant career, had not less than fifteen clasps on his war medal—each clasp indicating a general action in which the bearer had participated.

DEMONSTRATION IN TORONTO.—We had all sorts of rumours, from Saturday till Monday, respecting riots, &c., in Toronto. The affair turns out a mere "tempest in a teapot," and deserves very little notice. McKenzie met with just such a reception as he might have expected at the scene of his crimes, among a people he had injured, betrayed, and deserted; but we detest this effigy burning. Had a few of the party quietly nabbed the fellow, and placed him under the street pump for a quarter of an hour—or had they applied a suitable coat of tar and feathers, and rode him on a rail as far as "Gallows Hill," and there turned him out for another race, we might, despite our reverence for LYNCH, have given them credit for their spirit; but effigy burning is really too contemptible for men to play at.—*Hamilton Spectator.*

The purchase money paid by the Central German Government for the American steam-ship United States, now a vessel of their navy, was 265,000 dollars, or, in sterling, £53,000. The ship cost originally 270,000 dollars, and ran her proprietor considerably into debt during her short career. The United States is now being fitted out as a war steamer by one of the first ship builders of the Hudson river.

Forty-six pews in the new Methodist Episcopal Church, Bromfield-street, were sold at auction yesterday. The pews are valued at from $50 to $450 and the right of choice was sold at prices varying from $5 to $200.—*Boston Journal.*

ENGLISH NEWS.

(From the New-Brunswicker Extra.)

ARRIVAL OF THE CAMBRIA!

The Express Steamer for the Associated Press arrived yesterday morning, at 9½ o'clock, Bringing the news per steamship Cambria. Our Liverpool dates are to the 14th inst.

The Cambria arrived at Halifax on Wednesday afternoon, at fifteen minutes past 2 o'clock, in 10¾ days, bringing 86 passengers for Boston and 9 for Halifax among whom were Messrs. William Parks, D. H. Howard, F. Smith, and W. D. Pickup.

The resumption of hostilities between Germany and Denmark has created an advance in Flour, and the latest quotations were from 24s to 25s per barrel.

In the provision market there was no change, and cotton had declined ¼d to ½d per lb.

A signal victory has been gained by the Hungarian forces over the Austrians, the latter hosing 1300 men, 24 pieces of cannon, and 40 wagons.

On the 7th inst., Lord Palmerston received notice of the blockade of Palermo by the Neapolitan government; and on the 31st of March the blockade of Venice by Austria was formally announced.

Central Germany is in a state of confusion, the King of Prussia having refused the offer of the Imperial Crown made to him by a small majority of the Frankfort Assembly.

Renewed distractions have arisen in Italy. The people have gained a temporary triumph in Genoa; and Tuscany is preparing to resist the further encroachment of Austria. Rome, though quiet, is unsettled. The Pope still continues at Gaeta.

The King of Naples is preparing for an immediate attack upon the Sicilians, and has hitherto been restrained by an apprehended rising of the Calabrians.

France is tranquil, but all parties are preparing for a great electoral struggle.

England is quiescent, but with the most glowing prospects of the revival of trade.

In Ireland Mr. Duffy's re-trial is proceeding with, but the result would not be known until the 16th inst.

COMMERCIAL.

There is not any great change in the aspect of commercial affairs during the past week. The Produce markets have been pretty steady since the opening of the markets after Easter. Cotton has been in less request, and prices have again receded. The Corn trade, in consequence of the renewal of hostilities between Denmark and Prussia, together with the revival of the blockades, has given a fresh impulse to the Corn trade, and prices have advanced since the sailing of the last steamer.

The Iron market has been quiet, but prices on the whole have been well maintained. The advices from the manufacturing districts are not as encouraging as before, still hopes are entertained that renewed activity is not far distant. The market for English Securities keeps steady and prices of Consols, both for money and account, are well maintained.

As already remarked, the Corn market has rallied; for a week past it has been more firm, but yesterday there was a considerable revival of demand both for Flour and Grain, with some advance in prices. Sales of Flour have been made at 24s for Philadelphia, Baltimore and Western Canal, and 55 for the best Ohio: American Wheat, 6s to 7s. per 70 lbs; Indian Corn, 29s to 32s per quarter for inferior white to good yellow, in fair demand; Indian Corn Meal 14s per barrel.

During the week there has been disposed of one cargo of Quebec Pine at 15½d per foot; Red Pine, 17½d; one cargo of Saint John's Pine, 18¼ inches average, at 18½d.; one cargo of Miramichi Pine and Birch, price not known.—By auction, a small cargo of St. John's Deals brought £8 5s per standard; about 4000 Spruce Boards, £10 6s 3d per standard.

MONEY MARKET.

The Bank of England returns show a decrease of bullion of about £125,000.—The last packet carried to the United States £92,000, and the present will be the bearer of a very large sum. Upon the quantity of breadstuffs which may come forward during the spring will depend whether these shipments of bullion will be continued. The quantity of gold reported up to this time from California cannot, from all the sources to which we have access, be more than £50,000.—But it is easily to be conceived in what way a much larger amount, still on its way from the Pacific, may be drawn for by anticipation from the United States; so that a transmission of bullion from hence may be fairly accounted for without the interference being drawn that the ordinary balance of imports and exports is unequal. The indemnity payment to Mexico also effects our exchanges. From all quarters we hear distrust expressed at the unsatisfactory nature of the local government of California, and the attention of Congress cannot be too soon directed to this important point. The price of money in London continues low, without variation. Public Securities have slightly declined, but are still well maintained. Trade has felt the depressing effect of the resumption of hostilities in the Baltic, the consequences of which no man can foresee.

THREE NEW STEAMERS FOR AMERICA.—The Lords of the Admiralty have received notice that three new steamers are building to convey the mails between Liverpool, New York, and Boston, and that they will be called the Orion, the Admiral, and the Commodore.