cost. (The hon. member then read the paragraph in the Report in which is embodied the aid proposed to be given, viz:—for the Province to take half of the stock—£250,000—payable in 40 years, by issuing scrip to that amount, and to guarantee five per cent interest on the other half for 25 years.) In making this proposition, he (hon. Attorney General) had assented to it because he was adverse to the Province guaranteeing the interest and leaving the line to be wholly constructed by a private Company, for being thus secured, they would also have the power to charge what fare they chose. He would have been glad if the Province could take all the stock, but the Committee considered it beyond their means. By the plan recommended, the Province would have one half of the control, and at the same time would have the benefit of the intelligence and advice of those who would become stockholders, while this joint concern would ensure proper economy. The whole cost was estimated at £500,000. This estimate was generally considered too high, but it was none the worse for that.—With respect to the projected line of Railway from St. John to Quebec, he had no doubt but Canada would co-operate so far as to build her part of the line from Quebec to the River Du Loup, a distance of 110 miles; and that section of the line would immediately pay, as it was through a level country, and so thickly settled that it was almost one continuous village. But the whole line would cost £2,500,000, which was beyond our means. He should wish the advocates of this line to bring forward their facts and figures to show that it would pay. All the little property he owned was in the County of York, and would be benefitted by this line, he therefore *wished* to be convinced; but he must say that he could not think a line from St. John to Fredericton, via the Doughs Valley would pay, or a line from Fredericton to Woodstock, as both of these lines would have to compete with steam navigation during the summer months. Besides, he was doubtful if this Province had credit sufficiently good to incur a debt to the amount it would take to construct a Railway from St. John to Quebec. He had heard it remarked on a late occasion that we should be thought more of in England if we could manage to get in debt. No doubt there was truth in this remark but he would not consent to incur a large debt to construct a Railway, unless it could be shown that there was a fair probability that it would afford an adequate return. Now the line the Select Committee had recommended did offer a fair presumption that it would prove remunerative. (The hon. member here read an extract from Mr. Wilkinson's Report, setting forth the probable returns from the St. John and Shediac line.) He again would protest that in advocating this measure he had been actuated solely by a sense of duty. Let them take up this great work, act with unanimity and energy in the matter, and they would see the Province take a movement onward, which must lead to future activity and prosperity. He could say much more, but should reserve further remarks until another occasion. Of course he had proposed resolutions on the subject, which he should move at the proper time.—A public meeting had been held in Fredericton the previous evening to take into consideration the subject of Railways, at which some Resolutions were passed, and a delegation had placed them in his hands that morning, as he was Chairman of the Select Committee. (Here the hon. member read the said resolutions, and commented upon them in rather sarcastic terms.) The first of those resolutions contained statements, in support of which he wished the mover or seconder would furnish him with the facts and figures from which they had drawn their conclusions. The second resolution condemned the Report of the Select Committee as being hasty and premature.—It was not so; the Committee had acted deliberately. He would lay those resolutions on the table, for the information of hon. members, merely observing that the meeting was large and respectable, and their opinions entitled to consideration. (The hon. member then read the first of his Resolutions, which was to the effect that the Province must have a Railroad.) This Resolution he would then move. He should reserve whatever else he might have to say until he came to reply, at the close of the debate. He hoped the debate would be conducted without any improper warmth of feeling, and that whatever they might do would be for the good of the country.

(Mr. Brown seconded the Attorney General's motion for Railways generally; but in his speech particularly advocated the Saint Andrews and Woodstock Line.)

Mr. Boyd said he felt his inability to contend on equal terms against the talent he found arrayed against him, but he would do his best in discharging his duty to his constituents. He regretted that the Select Committee had come to the conclusion that the St. John and Shediac Railway was the Line of most importance to the Province, and that would pay the best. He held a different opinion, and had not the slightest doubt but the St. Andrews and Woodstock Line would pay.—He did not think the Shediac Line would pay, as the only article of export from one terminus to the other would be fish. As to provisions, the inhabitants along the Line purchased imported Flour at Saint John, and carried it into the country, instead of having anything of the kind to export. With regard to the trade of Prince Edward Island, the inhabitants had long been accustomed to trade at Halifax, and it would take a long time to break up existing arrangements and old associations; he therefore thought but little dependence could be placed upon the trade with that Island. He had no objection, however, to the Province extending aid to this than to other Lines, if the Committee had at the same time recommended the passing of the Bill to authorize £50,000 of scrip to issue in aid of the St. Andrews Line. He had been on the Committee, and although he had shown them a very plain statement with regard to that line, they would not be convinced, and still asked for more information. The Line was already commenced, and four miles of it graded. A considerable sum had also been expended in surveys, agencies, plans, procuring estimates, &c. Altogether the sum of £6749 had been expended. He held in his hand an estimate of the cost, made out by an eminent Engineer of Massachusetts, who had a great deal of experience in Railways. This he would read. [The hon member then read the estimates.]

This was the whole estimated cost of the Line, and it was within the amount it was supposed would be required when the Line was first projected. But in case of the deep ravines in several parts of the road being filled with wooden trestle work, or piles, there would be a saving grading of £10,000. Now with these estimates before them, he would ask if any hon. member could doubt that the line would pay? The road would go through a forest, abounding in all sorts of timber, which would not be cut and manufactured, forming an article of traffic, but would also be an article of export, upon which duties would be collected, forming a source of revenue; while on the other Line there was not a single article for exportation. The Saint Andrews Line would also lead to the exportation of large quantities of Cordwood. It was also important that the Americans were fully alive to the importance of a quick communication with the Upper saint John and the Restook: they were already projecting a Railway from Bangor to Houlton, and if this was done they would soon push it on to Woodstock, and intercept our trade coming now by the river, and we should never regain it. The Report treated of Railways in Nova Scotia. He did not see what he had to do with that Province or her schemes. Supposing we had a Railway to Halifax, what trade would we have with Nova Scotia? Instead of giving us trade, it would, in his opinion, take it away. Supposing Canada should send down her flour to Shediac, and it was conveyed by Railway for reshipment, it would of course go on to Halifax and not come to saint John: and no doubt but Halifax would also monopolize the trade of the Gulf. It was true that the House had already done something for the saint Andrews Road; they had granted lands and guaranteed a part of the interest, but the Company would touch neither until the Line had been a year in operation. The United States was in course of tapping Canada by Railways at different points, and if we could secure a portion of the trade of the Great West, we must also have a Line running to the River saint Lawrence. The City of St John was deeply interested in the matter, for if the saint Andrews Line was extended to the saint Lawrence, of course, st John would have a branch. The distance from st. John to the River Du Loup was about half the distance of the Line from Halifax to Quebec. Consequently the traffic would be much more extensive than upon the longer route. It was his opinion that money might be raised upon the public faith, sufficient to offer encouragement to both of the projected Lines. The state of Massachussetts was pledged to the amount of $5,049,000. If the Saint Andrews Railway was constructed, the advantages to the Province would be very great; it would lead to activity and prosperity, and induce a healthy emigration to settle in the country. It was evident that something must be done—the time was come when they must wake up; the country had been a sleepy hollow long enough. So far as the Saint Andrews stockholders were concerned, they care not if they never got their money again, provided the Railway went on; they had even gone so far as to secure the whole of the Provincial guarantee of the interest upon one-half of the proposed stock to that portion of the stock which was set apart for the English shareholders. But he supposed it was useless to say anything upon the subject, as the Select Committee had got a favourite hobby, and would support it. Of the stock set apart for England, about £40,000 had already been taken up, and the residue could be immediately disposed of if the Company would receive payment in Locomotives, &c. Of the stock subscribed for in New-Brunswick, (£60,000) they might reckon upon £40,000 of it being good. The aid now asked for by this Company, was the issue of scrip under the Province guarantee, to the amount of £50,000 payable in London semi annually at an interest of six per cent. per annum on this £50,000 annually, and the Province to appropriate six per cent. per annum, which would form a sinking fund, and this would liquidate the debt in thirty three years. The Company proposed to give the Executive control over the sale of scrip in London, through Mr. Bliss, the Provincial Agent, in concert with one of the Directors. The Company further proposed to expend £20,000 for every £10,000 worth of scrip, and to mortage the whole line to the Province as security.

Mr. Woodward said he had stated his reasons on Saturday last why he had not signed the Report as one of that Committee. He could never assent to the doctrine that we were dependant on the Mother country for our commercial prosperity. The hon. Attorney General had said that unless the Commercial policy of England was altered the Colonies must separate from the Empire; to this doctrine he could not agree. He agreed with the Report that the introduction of Capital for the construction of Public Works, was much wanted, and should be adopted. He also agreed that Railways would be beneficial to the country; and it was also quite evident that without capital no railway could be built. But while he would advocate the introduction of Foreign Capital to be applied in this way, he would also be careful that it was so expended as to be of general advantage to the different interests. He thought however, that it would be just as well to "catch the hare before they cooked it." He had given this subject some attention lately, and had made out a proposition which he thought would be of general advantage to all parties. He would be willing to take steps for the introduction of the 350,000 of foreign capital into the Province, and if they could not set Railways in motion with that assistance, he would let them stop. His proposition was this—He would borrow as before mentioned £350,000, say for 25 years: he would at the same time levy a duty of two per cent. on our importations, to run paralel with the loan. This would raise a fund out of which the interest might be paid, and at the expiration of the 25 years he would pay off the principal to the extent of the funds; if this should not prove sufficient he would contract a new loan to pay off the balance; but he was quite satisfied the two per cent. would be found amply sufficient for the discharge of both principal and interest.—He would now give his scheme for appropriating this sum. He would give to the Saint John and Shediac line £50,000—say £10,000 a year, one half on each end of the line—say from Saint John to Hampton, and from Shediac to the Bend of Petitcodiac; leaving the balance for the completion of each end and the construction of the middle, to be taken up by private stockholders. He thought it of very great importance that this line should be constructed from Shediac to the Bend, as it would at once open up a line of communication with Canada: steamers could ply on the waters of the Saint Lawrence and the Bay of Fundy in connexion with this line, and thus open up a direct channel of trade with Quebec. A company had been formed lately for the construction of this line from Shediac to the Bend; but owing to the very unusual depression in business, and the consequent scarcity of money, the stock could not be raised, and the scheme had failed. But to proceed with the appropriation. He would next appropriate £35,000 towards the construction of a line from Saint John to the Saint Andrews line—say 7,000/ a year for five years. This would connect with the American line to Calais, and thus open up a direct communication with the great western country. He would next allow 50,000 to the line from Saint Andrews to Woodstock—say 10,000/ a year for five years. To a line from Fredericton to St. Stephens he would appropriate 45,000/. 9,000/. a year for five years. This would leave a balance of 17,000/. which he would expend on the line from Woodstock to the Canada frontier, which would give £34,000 a year for five years.—By carrying out this plan there would be an annual expenditure of £70,000 for five years. If this can be accomplished, and the debt and interest paid off in 25 years by a tax of two per cent. on our importations, it would certainly be doing a great amount of good to the people of this Province, independant of the permanent benefits which would accrue to the Province from the expenditure of this amount of capital, its introduction at this time would be attended with the most beneficial results; it would revive the present monitory depression so seriously felt in commercial circles; it would revive the hopes of the Agriculturialist, and cheer him on to reviewed exertions; the mechanic and artizan would cease to look to a foreign land for employment. In short, it would infuse new life, and vigour into every department of trade and industry throughout the Province. With reference to the Shediac Line—the whole thing had been so clearly demonstrated by previous speaking upon this subject, it was quite unnecessary for him to enter into details. He had no doubt but a line running through a 'continuous Agricultural district, and connecting with the waters of the St. Lawrence would eventually pay—if not at first. Railways at the present day had ceased to be a matter of speculation; the experience of other countries had clearly demonstrated their practical utility, and he could see no reason why New-Brunswick should not participate in the general advantages derivable therefrom. He did not rise at the present time for the purpose of making a speech; he had shown to the Committee his scheme for the appropriation of a Loan of £350,000, with a proposition for the payment thereof; and it was for them to say whether or not they would adopt it. He wished to be distinctly understood with reference to his refusal to sign the report; it was not because he did not wish to see capital into the Province for the purpose of constructing Railways; but for this reason. The language of the report reads thus—"The commercial depression at present pervading these Provinces, brought about as it has been in a great measure by the recent modifications in the British Tariff, &c." Here was his objections; he did not believe that our commercial depression was attributable to any such cause at all and consequently he could not sign what in his heart he did not believe.

FROM THE JOURNALS.

Mr. R. D. Wilmot, from the Committee appointed on the twenty first day of February last, to take into consideration a Petition from William G. Lawton, relative to his claim for advances made for the support of Emigrants and Lunatics at Saint John, submitted their Report; and he having read the same, handed it in at the Clerk's Table, where it was again read, and is as follows:—

"The Committee to whom was referred the Petition of W. G. Lawton, of Saint John praying reimbursement for advances made to the late Overseers of the Poor for the City and County of Saint John, having investigated the subject matter of the Petition, beg to submit the following Report—

"That from the several documents and other evidence submitted to and examined by them, the Committee learn that Mr Lawton, in the years 1841 and 1842, furnished the Overseers of the Poor of the City and County of Saint John, with sundry supplies for Lunatic, Emigrant, and Parish purposes, amounting to £358 15 7: That the Accounts were laid before the Sessions by the Overseers, audited and passed as satisfactory: That in the year 1843, two Grants were made by the Legislature, one for £500, and the other for £718, specifically to reimburse in part the Overseers of the Poor for monies disbursed by them in support of the Temporary Provincial Lunatic Asylum: That an Order was given by the Overseers of the Poor to Mr. Lawton on the Treasurer of the Province for the amount of his Account, to be paid out of the said Grants, and also to Messieurs Jardine and Company for over £700, and to Doctor George Peters, for £100: That Messieurs Jardine and Company presented their Order, and received their money, and that Doctor Peters has since received payment from the Sessions; but before Mr. Lawton's Order was presented, the Chairman of the Sessions, Mr. L. Donnellan, directed the Treasurer not to pay the Order of the Overseers of the Poor upon the ground, as was stated, that Mr. Matthew, as Overseer of the Poor, held in his hands a large amount of the City and County Funds, and that Mr. Lawton must look to Mr. Matthew for the amount.—It appears by evidence before the Committee, that the advances were made to this public officer for public purposes, and not to Mr. Matthew individually, and it does not appear to them that Mr. Lawton could have had any legal claim upon Mr. Matthew for the amount.

"Mr. Lawton brought the matter, by Petition, before the Magistrates in Session, when his claim was sustained by the Board by a vote of fifteen to eight. At a future Sessions, after notice being given to all the Magistrates, and held for the special purpose of considering the subject, an Order was passed on the Commissioners of the Alms House, to pay Mr. Lawton the sum of £358 15 7, the amount granted by the Legislature, being then in the hands. The Commissioners refused to pay the Order, and Mr. Lawton petitioned the Lieutenant Governor on the subject, who referred the matter to the Crown Officers; they called upon the Commissioners for information, who again applied to the Sessions for directions, and at a meeting of the Magistrates, when only a few of the Justices who had supported the claim of Mr. Lawton were present, the Order upon the Commissioners was rescinded. The Law Officers reported that Mr. Lawton could institute proceedings in the Court of Chancery against the Commissioners of the Alms House, or apply to the Supreme Court for a Mandamus; but previous to doing so, he preferred bringing the subject under the consideration of the Legislature.

"Feeling satisfied that Mr. Lawton has just cause to complain in this matter,—that he has not only been denied payment for necessary articles furnished by him to an accredited public officer, for public purposes, but that a Legislative Grant has been diverted to other purposes, all of which appears to be admitted, and is sought to be admitted, and is sought to be justified on the grounds of the unsettled state of Accounts between that public officer and the public: Your Committee recommend, that in making any Grant to the Commissioners of the Alms House for the City and County of Saint John during the present Session, a special appropriation of £358 15 7 shall be made in favour of Mr. Lawton, to be deducted out of the said Grant.

"ROBT. D. WILMOT,
CHARLES FISHER,
WILLIAM END,
W. CARMAN,
R. THOMSON,

FROM LATE ENGLISH PAPERS.

HOUSE OF COMMONS, Feb. 27.

CALIFORNIA.—Mr. Wyld begged to ask the noble lord (Viscount Palmerston), if it was the intention of Government to appoint a consul at St. Francisco, or at any other port of California? (A laugh.)

Viscount Palmerston said, that was a question which had not now been put to him for the first time (a laugh), for it had been frequently addressed to him privately by individuals—some of them members of the house—interested in others, or willing themselves, to proceed to California in a consular capacity. In reply he had to say, he had no intention, at present, of appointing any consul; and he thought the hon. gentleman would see the impossibility of doing so, for there was not any form of Government, that he (Lord Palmerston) was aware of, yet established in California with whom a Consul could communicate, and therefore he would have nothing to do unless, indeed, he sat about to pick up the gold dust. (A laugh).

INTENSE COLD IN NORWAY.—A letter from Christiannia (Norway), dated Feb. 1, states that letters received on that day from Vang, in Hademarken, province of Aggersuus, and which are of the 1d of January, announce that the cold was so intense (49 degrees, centigrades) that quicksilver became frozen, and that persons who were in the open air lost their breath. Within the memory of man no such phenomenon had taken place in that country.—*Brussels Herald.*

IRELAND.—The writ of error cannot be heard before June.

The cholera has appeared in Limerick. There have been six cases—two deaths.

REMOVAL OF JOHN MITCHEL.—Orders, we understand, have been issued for the removal of John Mitchel from Bermuda to the Cape of Good Hope. The climate of the latter colony is very genial, and peculiarly adapted for persons affected with pulmonary complaints, so much so that it is considered a Madeira for the East Indians.—*Cork Examiner.*

Mr. Henry F. Meagher, the younger brother of T. F. Meagher, and late lieutenant in the national guards of Rome, immediately on the discovery of the Pope's flight, threw down his commission and followed the self-exiled pontiff to the Napolitan frontier. He is now stationed about the Pope's persons at Gaeta.—*Western Star.*

THE FIGHT IN INDIA.

Not since the destruction of the garrison of Cabool has so heavy a catalogue of blunders and misfortunes been carried home from India as that which the present mail conveys. We have, for the first time since 1842, to give the particulars of the annihilation of half regiments from the sheer mismanagement of the commanding officer; and the retirement of British troops from the presence of the enemy under circumstances when to have remained was to have been entirely annihilated.—Attock has at length fallen into the hands of the enemy. The fidelity of the Afghans had been tried too far. When they found a British army of 24,000 men afraid, apparently, to move beyond its lines, while their own countrymen were approaching from the western capital, and treason was gaining strength on every side, they threw open the gates, and admitted the men of Cabool. The captors are said to have plundered the town, and violated the women, and otherwise behaved themselves disgracefully. Lieut. Herbert is a prisoner in the hands of Chutter Singh. Captain Abbott alone new remains at large. Dost Mahommed continues on the banks of the Indus, watching the progress of events. At the date of our last, the army under the Commander-in-Chief had for a fortnight been inactive; would they had remained so; rather than have gone out to battle under one who never takes the field but mischance or needless carnage attends his banner! The whole force, amounting to betwixt 20,000 and 24,000 men, with from 100 to 150 guns, had closed up, and lay encamped midway betwixt the Chenaub and the Jhelum, about 18 miles from the camp of the enemy, who had entrenched themselves on the further side to protect their rear, and enable them if necessary, to change their position in safety. It had all along been given out that no operation of magnitude would be attempted until tidings were received of the capture of Moultan, though it was generally understood that so soon as Moolraj was disposed of Shere Singh would be attacked. Lord Gough had given orders for the advance of half the Bombay column and the whole of the Bengal portion of the beseiging force so soon as their object was gained. It is not quite apparent whether he meant to move so soon as these were ready to start, or to wait for their arrival—their upward march must have occupied three weeks, and the probability is, that the Commander-in-Chief meant to be guided by the chapter of accidents. A fortnight longer had been spent in the operations of the seige than had been looked for, and our troops were becoming impatient for employment: the enemy were becoming audacious in impunity. Colonel Sir Henry Lawrence, who had reached Bombay on the 8th of December, pushed up the Indus with his accustomed celerity of movement; he joined General Whish on the 27th, and remained at Mooltan till the capture of the city on the 2nd January. He then hastened upwards to Ferozepore, which he reached on the 6th, and was the first to convey to Governor-General at Mukkoo the same evening the tidings of our first success. After a few days' stay with Lord Dalhousie, arranging the measures to be next pursued, he pushed on to Lahore, where he arrived on the morning of the 9th, and attended the Durbar. From this he the same evening started for the camp of the Commander-in-Chief, which he reached the next night, when arrangements were immediately made to get the troops in motion. We give the events as they occurred, without having any authority to connect them together as to cause and effect; they may be so or not, but they are striking as sequences. Preparations for an advance having been made on the 11th, on the 12th the troops marched out about seven in the morning from their old camp at Lussoorie, and reached a place called Dinghee, in the direction of the Jhelum, about two o'clock in the afternoon They here encamped nearly in the same order as at Lussoorie, only that Gilbert's division, with the irregular cavalry, were in the rear. They started again next morning at seven, accompanied by all their baggage and other establishments, and marched till noon through a tolerably open country, a patch of brushwood or a few scattered trees here and there making their appearance. They were at this time within sight of the enemy, and about three miles from the front of his position. The baggage was directed to halt, while the troops formed line and advanced in the order of battle.—The right consisted of Pope's cavalry brigade, three troops of horse artillery, and a light field battery, and the division of infantry under Brigadier-General Campbell. They now came upon one of the out-posts of the enemy. Ten of the heavy guns, with the horse artillery batteries, were ordered to the front; when, after a few rounds, the enemy retired, leaving their tents standing, but carrying with them everything besides. General Thackwell, with three troops of horse artillery and White's cavalry brigade, had been directed to attack them on the opposite side. The column once more advanced, moving over the ground just before occupied by the enemy. The Sikh army lay extended from Moong to Russool, stretching a mile from north-east to south-west, some distance from the Jhelum, which covered their rear, and over which a well-constructed bridge had been thrown. Their magazines were at Russool, where the spur extending from the mountains terminated, and near to which there was a narrow pass or gorge, well suited for a safe and easy retreat in case of reverse befalling them. Their flanks being both admirably secured, their centre was protected by field works, which again were covered by jungle and uneven ground. The original intention of the Commander-in-Chief had been to direct all his strength against Russool, when not only would their position have been turned, but their stores sacrificed, and their retreat in this direction cut off. It was now past one o'clock, and the troops had been for six hours under arms without rest or refreshment, as it was clearly impossible to attack the enemy with advantage or drive him from his position before dark.—While the colour-men were marking out the camp, which was, it seems, to have been pitched within range of the enemies batteries, a fire of artillery was opened, and some of the shot fell near the Commander-in-Chief. He now all at once, and without the slightest consultation with any one, changed his plan entirely, and determined to leave Russool alone, and to endeavour to penetrate the centre of the enemy's position near Moong. Without knowing anything of the nature of the ground, or the position or strength of the enemy, and in the knowledge that it would be impossible before dark to force his entrenchments or compel him to retire, and before any arrangement for concerted action or mutual support could be made, at two o'clock in the afternoon the order was given for a general attack under his own immediate directions. A cannonade, which is said to have lasted from one to two hours, was first opened, but so well protected were the guns of the enemy that replied to ours, that we had scarcely anything but the smoke and flash to guide the direction of our fire. The division under Campbell, in making a flank movement, exposed their own flank to a murderous cross fire from the Sikh batteries. The infantry were supported on the right and left by cavalry under White and Pope—the intervals were occupied by artillery.—Hoggan's brigade carried everything before it, storming the batteries and spiking the guns of the enemy. The brigade of Pennycuick, consisting of her Majesty's 24th, and the 25th and 45th Native Infantry, had been pushed considerably ahead, and were unsupported by artillery. They suffered tremendously as they pushed on, and were at length ordered to charge up hill against a battery of the enemy. The acclivity was steep, and the distance long; and before they reached the summit they were blown and exhausted. They nevertheless stormed the battery at the bayonet's point, and were busy spiking the guns when a regiment of Sikh infantry, hid in the jungle close by, opened so terrific a fire upon them that they were compelled rapidly to retire. They suffered greatly in their retreat. When they reached the main body it was found that out of 800 who had gone into action, her Majesty's 14th had lost 460, of whom nearly one half was slain—the brigadier commanding, the lieutenant-colonel, the major, four captains, and seven subalterns were left dead—ten were disabled, twenty-four officers in all belonging to a gallant corps having been rendered unserviceable—a casualty list long without precedent in our wars. The native regiments suffered but little less severely. As soon as the brigades just named were found to be engaged, the brigade under Colonel Mountain was sent against what was unerstood to be the enemy's centre. They pushed on fearlessly through a brushwood jungle in the face of storm of round shot, grape, and musketry, which swept them away by dozens. They stormed and spiked a battery of the Sikh guns, when they found the enemy's infantry close upon them on every, pouring in volleys of musketry in front, rear, and flank: so being isolated and unsupported, they were compelled to retire. Sir W. Gilbert and Brigadier Godby had meanwhile now proceeded from the extreme right of the infantry line. They pushed their way through dense jungles till they reached the Sikh infantry, when they found themselves outflanked to the right and left by masses of the enemy, a murderous fire of musketry having been opened on them from every side. They gallantly charged, but finding all their exertions in vain, they were compelled to retire, when Dawe's battery came to their rescue. The enemy were now attacked and beaten, and several of their guns taken and spiked. On the left the enemy were pushing forward boldly and successfully, when a squadron of the 3rd Dragoons and 5th Light Cavalry were ordered by Thackwell to charge them. On approaching the foe the native cavalry broke and fled; the dragoons, unsupported as they were, charged through the Sikhs, and were for a time lost sight of. It was feared they must have fallen into an ambush and been annihilated, and terrible was the anxiety and suspense, when they quickly reappeared in the rear of the enemy, and were seen gallantly cutting their way back. Captain Unett, the heroic officer who led them, was severely wounded; Lieutenant Stisted slightly; and forty-six men were found to have been killed and wounded in the charge. The 5th cavalry, said to have thus forgotten themselves, have for long been considered one of the finest regiments in the Bengal army; a portion of whom distinguished themselves at Cabool; another portion of them formed a part of the heroic garrison of Jellalabad. On the right the cavalry under Brigadier Pope consisting of her Majesty's 9th Lancers, the 14th Dragoons, and the 1st and 6th Light Cavalry, got entangled amongst the jungle, and exposed to a terrific fire from the enemy. Seeing a battery, which it was impossible to charge with any hope of success, being opened against them. Pope gave the order to retire—when the retreat seems to have become something like a flight; the cavalry getting into disorder, and becoming jammed amongst the horse artillery, amongst whom they fell back. The guns were compelled to suspend their fire, as the retiring corps were for a time between them and the enemy: the tumbrils were upset, and the gunners ridden down, so that there was no time to limber up and retire, when the enemy were upon them, and six of them were captured—two were afterwards recovered. Major Christie, who commanded the artillery, was here mortally wounded. Lieutenant Mansen was killed on the spot. Lieut. Dundas was wounded, and Captain Huish only escaped by Major Steuard, of the 14th Dragoons, shooting a Sikh who had his sword raised to cut him down. Major Ekins, Deputy Adjutant General, was killed while endeavouring to rally the retreating corps. The cavalry and horse artillery pushed their way through the jungle on the left till warned by a cannonade of their vicinage to the enemy. The guns under Colonel Brind returned the fire so warmly as speedily to silence their opponents. But there was no infantry to support them, and their success was of no avail; they were compelled to withdraw, for fear of being surrounded. Darkness at length seperated the combatants. Our troops were withdrawn from the jungle and bivouacked for the night under arms—the troopers sleeping by their horses, the artillerymen by their guns. The night was coming cold, with a chilling drizzling rain. When morning broke, we were aware how small was our advantage—how fearful had been the sacrifice at which it had been won. We had captured twelve guns and lost four.

The Sikhs meanwhile had withdrawn in the most perfect order. The guns which had been spiked by us were carried off by them—the enemy in search for trophies having murdered all the wounded men they feel in with, and stripped and mutilated the dead! Our loss had amounted to no less than 2,300 killed, and wounded, of whom 800 were slain. Twenty six officers were killed on the spot or died of their wounds—sixty-six were wounded. Her Majesty's 24th, and the 30th and the 56th Native Infantry, were so entirely disabled, that they were compelled to be disjoined from the force and sent back to Ramnuggur and Lahore, troops from these stations moving up to take their place. Her Majesty's 24th and 56th Native Infantry lost both their colourts, the 25th and 30th Native Infantry, lost each one; the 5th Cavalry lost the colours they won on the Maharajpore. The 70th Native Infantry captured one of the enemy's standards. Thus terminated the disastrous day at Mojnawalla, which under the name of victory, filled more hearts with shame and grief than any day since the destruction of the garrison of Cabool in the Tezeen Pass in January, 1842.—The Sikhs were now able to carry out their plans, while in every one of ours we were foiled. They so successfully retired from Moong to the quarter on which they are now encamped, that the parties who went in quest of the wounded next day could scarcely discover their position. They now took up their quarters on the heights of Russool, watching the movements of Lord Gough's army at the distance of five miles, and in daily hopes of receiving an accession to their strength. Chutter Singh has not as yet joined them. The 10,000 Sikh troops sent by Goolaub Singh, under Col. Steinback to co-operate with us, were only waiting to see on which side victory should declare itself to attach themselves to the winning cause. The Commander-in-Chief seemed to have been at first utterly at a loss what was to be done. At first an immediate retreat on Dinghee was spoken of, but as this would have been too unmistakeable an acknowledgement of unsuccess, he resolved at length to entrench himself where he was, calling up Wheeler's brigade of about 5,000 men, engaged in quelling disturbances in the Baree Doab, and summoning the 13th and 22d from Ramnuggur, and her Majesty's 53rd from Lahore, sending back, in exchange, the regiments that were disabled. The baggage cattle had been under their burdens for more than thirty hours before sufficient leisure was found to attend to them. On the 17th two European Lancers who had been taken prisoners were returned to us; and the Sikh general of artillery, with his two sons, and a couple of other men of note, are said to have surrendered on the 19th. Lord Gifford and Sir H. Lawrence quitted the camp of Lord Gough for that of the Governor-General on the 18th. A field work had been thrown up on the right.—Major Tucker was to succeed Major Ekins. Col. Carnegy had reached camp, and been appointed brigadier in Pennycuick's room. Chutter Singh, had not, up to the 20th, our latest date from camp, joined his son, though daily expected. The weather was delightful, and the spirits of the troops are said to have greatly revived. The wounded were doing well. The Sikhs are said to have lost 3,000 men killed and 4,000 wounded; our casualities being rather more than a third of this. The enemy were busily engaged entrenching themselves. They are reported to be 60,000 strong.—*Bombay Times.*

FOR SALE.

A SECOND-HAND ENGINE and Boilers, one Cylinder to work horizontal. 13¾ inches diameter and 4½ feet stroke, with long slides and expansion valves, connection pump, &c, complete, excepting connecting rod, crank and shaft Two Boilers, containing 14 small flues in each making in all 240 feet of fire surface, the whole of which will be sold at very reduced price. For further particulars apply to

March 16. HARRIS & ALLAN.

Building Societies.

ANY persons desirous of obtaining information as to the rules and various systems of Building Societies now in operation either in Canada or Great Britain, can apply at the Office of the New-Brunswick Benefit Building Society.

CHAS. L. STREET.

Prince Wm. Street, March 9.—4i.

Exchange Re-opened.

THE Subscriber most respectfully informs the Citizens of Saint John, and Vicinity that he has opened the EXCHANGE, No. 17, Church street, as a RESTAURANT.

Breakfasts, Dinners, and Suppers served up at all hours.—Clubs and Parties waited upon at shortest notice.

A constant supply of Boston and New York **OYSTERS**, always on hand, and he trusts by strict attention to his business, to merit a share of public patronage.

WILLIAM H. GARDENER.

CAMBOOSES.

THE subscriber has on hand a few ship's CAMBOOSES, a superior article, which he offers a very low prices for cash.

Dec. 22. W. WESTLOTORN

THE CHRONICLE.

SAINT JOHN, MARCH 30, 1849.

THE SHEDIAC RAILWAY.

The important debate on this matter was terminated on Saturday last, (after having occupied the Assembly five days), and we regret to say after so much time, labor, and money being spent in the debate, the Bill was lost.

The following Resolutions and amendments will shew how members are divided on the subject—

The Hon. Mr. Partelow moved the following resolution:

Resolved, as the opinion of this Committee, that so much of the Report of the Select Committee on Railway as recommends the construction of a Railway between St. John and Shediac, should be adopted by this House; and that stock to the extent of £250,000, the estimated one-half cost of such construction, should be taken by the Province, and remainder be left open for public subscription; and that before any such stock to be taken by the Province be expended thereon, at least £50,000 of the remainder be *bona fide* subscribed, and that ten per cent. thereon be paid in, as may be directed by any Act or Acts that may hereafter be passed to facilitate the building of such Railway.

To which the Hon. Mr. Fisher moved the following amendment—

Resolved, as the opinion of this Committee, that to encourage the internal improvements, and for the construction of public works in this Province, the sum of £——— should be raised by the issue of Provincial Scrip, for the purpose of being appropriated towards the improvement of the navigation of the river Saint John, and in aid of individual enterprise to the construction of Railroads, in the ratio of £——— to every £——— that any Association or Company of persons may expend upon such object.

Upon the question of sustaining this amendment, the House divided as follows—

Yeas—Hon Fisher, Wilmot, Messrs. Baillie, Boyd, Thomson, Tibbets, Brown, Gilbert, Miles, Porter, Taylor, Connell—12.

Nays—Hon. the Speaker, Partelow, Hannington, Messrs End, Wilson, Montgomery, Read, Steves, Woodward, S. Earl, Smith, Landry, Ansley, Ritchie, Barberie, R. D. Wilmot, Street, Vail, Jordan, J. Earl, Wark, Carman, Cranney, Botsford—24.

It was therefore decided in the negative. The question being then put on the Hon. Mr. Partelow's Resolution, the following division took place—

Yeas—Hon. Partelow, Hannington, Messrs. Steves, S. Earl, Ansley, Barberie, Ritchie, R. D. Wilmot, Woodward, Jordan—10.

Nays—Hon. the Speaker, Wilmot, Fisher, Messrs. Montgomery, Read, Wilson, End, Landry, Smith, Botsford, Vail, Connell, Street, J. Earl, Taylor, Porter, Baillie, Hayward, Miles, Gilbert, Tibbits, Thomson, Cranney, Brown, Carman, Boyd, Wark—27.

The amendment and the resolution being both negatived, Mr. R. D. Wilmot moved as follows—

Whereas that section of the line of Rail-road contemplated between the City of Saint John and Shediac, which will connect the waters of the Gulf of Saint Lawrence with those of the Bay of Fundy, would be of great commercial importance:

Therefore Resolved, That the Executive Government be authorized to commence and complete the same, and that the necessary funds be provided, either upon the issue of Provincial debentures, or by Treasury notes.

To which Mr. J. Ritchie moved the following amendment—

Resolved, As the opinion of this Committee, that the House should adopt so much of the Report of the Select Committee, as relates to the construction of the Railway from Saint John to Shediac.

Upon this amendment the following division took place—

Yeas—Hon. Mr. Speaker, Partelow, Wilmot, Hannington, Messrs. Ritchie, Jordan, Woodward, Ansley, S. Earl, Vail, Steves, Botsford, Montgomery, Barberie—14.

Nays—Hon. Mr. Fisher, Messrs. R. D. Wilmot, Taylor, Baillie, Tibbits, Connell, Hayward, Miles, Gilbert, J. Earl, Brown, Boyd, Porter, Thomson, End, Read, Smith, Street, Cranney, Carman, Wilson, Landry, Wark—23.

The amendment being decided in the negative, the following division then took place on Mr. R. D. Wilmot's resolution—

Yeas—Honble. Mr. Partelow, Hannington, Messrs Ansley, Woodward, R. D. Wilmot, Steves, Smith, Landry, Wilson, Read, Baillie, Miles, Hayward—13.

Nays—Hon. Mr. Speaker, Wilmot, Fisher, Messrs. Jordan, Ritchie, S. Earl, Vail, Botsford, Wark, Street, Carman, Cranney, End, Montgomery, Barberie, Boyd, Brown, Porter, Thomson, Connell, Tibbits, Gilbert, J. Earl, Taylor—24.

The most extraordinary feature of this debate is the apparent defection of some of our own members, and the names of Messrs. Woodward, Wilmot, and Ansley have been quite summarily treated in consequence. The conduct of all our City and County Members appears to us to be reprehensible in the extreme, in not having a line laid down for simultaneous action, and that strictly adhered to by each one. Much as at present appears against them, we can scarcely bring ourselves to believe that either were in reality opposed to a measure so seriously affecting the most vital interests of the Province. We sincerely hope however, that when the House rises, and our Representatives are again among us, they will come face to face and have this dark and mysterious question cleared up. Until then we shall suspend our final judgment.

A Public Meeting on the Railroad question is called for Monday next, when the whole subject will be openly canvassed.

LEGISLATIVE SUMMARY.

On Monday morning last, Mr. Boyd moved that the House do go into Committee on the Bill for the Saint Andrews Railway Scrip. Mr. Rrrchie moved that the further consideration of the Bill be postponed to that day three months, which was carried by a majority of *one*. The House then resolved itself into Committee of Supply. The only Grant which led to much debate was one to Mr. Elliot, the Contractor who built the Bathurst bridge. This was the *annual* debate. The Grant was sustained:—it was rejected last year by the Council.

On Tuesday, the House was chiefly occupied in Committee of Supply. Nothing of interest occurred.

On Wednesday, the House went into Committee on a Bill to widen Mill-street, St. John. The Bill provided that the Inhabitants of Portland, as well as the Inhabitants of the City, should be taxed to pay the expences; as the propriety of this was questioned, and as the Road Committee was sitting, Mr. Rrrchie, who had charge of the Bill, consented to report progress. The House then went into Committee on a Bill (introduced by Mr. Boyd) to abolish all Licences for selling Spiritons Liquors, and to punish those who should sell them. In course of the Debate Mr. Boyd spoke of the individual benefit he had received from joining the Total Abstinence Association, and, among other things, stated that he had never been li[illegible] to stand up in that House [illegible] til the present Session. [illegible] PARTELOW jocosely replie[illegible] *ample apology for the hon[illegible] duct towards that side of t[illegible] veral years past, and he wo[illegible] fied!* The Bill was negat[illegible] majority, and the House [illegible] business in Supply.

On Thursday, (yester[illegible]