

SUMMARY OF NEWS.

CANADA LEGISLATURE.—The Quebec Gazette furnishes the following quotations from the speeches of two members of the Legislature on the subject of the Halifax and Quebec Railroad:

Views of those who are Out of the Government.

Hon. Mr. Copley: "Another paragraph alluded to the Quebec and Halifax Railway. It seemed to him that at a time like the present, when there was such difficulty of obtaining the means of living food to mouth, it would be most absurd to commence an enterprise like this, involving an expenditure of millions and millions of pounds."

Views of those who are In.

Hon. Inspector-General Hincks: "The honorable member for Huron had referred with a sneer to the paragraph of the address relative to the Quebec and Halifax railway, and had said that a ridiculous thing it was to be talking about constructing of a railway at a time when there was no money and the province was on the verge of bankruptcy. He did not believe there was a single member on the floor of the house who would imagine that the ministry had ever dreamt of attempting to construct a railway from Quebec to Halifax on the credit of the province; they merely expressed gratification that the commission sent out by the Home Government had reported so favourable of the enterprise. He thought it probable that the railway might be constructed by means of funds raised by the Imperial Government—(hear, hear.)—and upon terms that he believed would be highly satisfactory to every member of the house. This enterprise might appear chimerical to some members: it had appeared so to him before he read the report of the commission; but now he believed it would be carried out, and pay well (hear, hear)."

Kingston, 1st February, 7 p.m.

FIRE.—Last night, about 12 o'clock, a fire broke out in Brock-street, in the second story of a stone house, occupied by Mr. Allen, grocer, destroying the whole of the building, in which it originated. It communicated to the other buildings on the right and left. To the east it worked and burned to the ground the two-story stone house of Mr. Richardson, merchant-tailor, occupied by him and Mr. Clark Wright, hatter and furrier; on the west it communicated to and entirely consumed the three-story stone building, belonging to Mr. John Coy, and tenanted by Mr. Willard, shoemaker; Mr. Peabody, engraver, and other families. Mr. Allen lost everything; books, papers, &c., with the exception of a few papers he had in a desk. His wife, himself and two boys, barely escaped with their lives. One of his boys, who slept in the attic story, was obliged to be taken out of the window. Mr. Allen is insured; the house, we have heard, for £500 and his stock for £1000. His loss, nevertheless, will be several hundred pounds. Mr. Coy is insured for £600, and Mr. Richardson is also probably insured. Mr. Clark Wright was not insured, but saved the most of his goods. It is not known how the fire originated; it is supposed to have communicated from a waste pipe in the shop.

West Indies.—Late accounts from the British West Indies represent them as in a very bad condition. At Montserrat an estate of 300 acres has sold for five shillings currency; the depression was so great. The yellow fever prevailed at Barbadoes, and it was said that thirteen officers had died of it.

Revolution in Haiti.—Advice received at Baltimore, dated Port au Prince, 13th January, state that old constitution has been again adopted, and the Executive is now composed of a Director General, Secretary of Finance and a Grand Judge, who with his Excellency Souveraine, direct the affairs of the Republic. Government had refused to receive their own bonds for the payment of duties, as they had long ago refused their one and two dollar notes; they have increased the taxes upon foreigners, business here 25 per cent, and the last movement is the establishment of a monopoly of prices, above which neither importers nor exporters are allowed to sell. The markets were extremely dull for American produce, and some articles not perishable were being re-shipped to the United States.

Great Flood in the Susquehanna.—The Baltimore papers state that a sudden rise in the Susquehanna river has caused considerable damage in the neighbourhood of Port Deposit as well as on various points of the river below. The freshet was also accompanied with a general breaking up of the ice, which came down in immense bodies, sweeping everything off in its course.

The large and powerful steamboat at Havre de Grace, used for transporting the passengers and trains across the river, was swept from her moorings, passing two large bawlers, and carried down the stream to the vicinity of the Light House, where the ice formed a heavy gorge, in thirty feet water, reaching to the bottom, and completely damming up the river. She has on board a freight train of grain, well filled with merchandise, with which she had just crossed. In the centre of this immense mass of ice the steamer lodged, and still remains, great fears being entertained that when released, it may cause such great damage, if not prove a total loss. Arrangements have been made, however, to send steamers to her succour, from both Baltimore and Philadelphia.

A Visit to the Niagara.—On Tuesday last, we are informed, Mr. Clinton of New York, accompanied by a lady of Niagara Falls, crossed the suspension bridge in a carriage.

riage drawn by a spirited horse from this place. On returning, when nearing the centre, or that part of the bridge torn up during the late dispute, their horse was suffered to trot until they had passed some distance towards the American side of the bridge. The riders, supposing the horse had become unmanageable, started to the rescue, but upon seeing him in subjection returned to their post. This is the second lady, we understand, who has passed over the bridge in a carriage, Mrs. Elliott being the only one who has heretofore, ventured.—[Buffalo Commercial.]

Herr Driesbach had a terrible row with his beasts at the National Theatre on Wednesday morning. The lion attacked a new tiger which was put in cage. Driesbach entered to stop the fight, but the king of beasts instead of yielding, seized the tiger, threw him down, struck him on the head with his paw, badly tearing the scalp, bit him unmercifully in the arm and tore his clothing to shreds before he could escape. His wounds bled freely, but are not such as to endanger life, and the fearless man will ere long be able to avenge his wrongs. The lion raged for two or three hours before he could be brought to obedience, and is still rather sulky.—[Boston Post.]

The Miramichi Gleaser in noticing the speech of His Excellency, says: "It is an admirable one, and treats of a number of subjects connected with the future interest of the Province. We shall wait with some anxiety the action of the House on several of these measures; and we trust the Members, seeing the large amount of business to be brought before them, will not fritter away week after week, as has been their custom, on matters of minor importance, and leave those of more importance for consideration near the close of the session, but at once set themselves to work. There is one measure that requires serious consideration, which has for a number of years past been passed in a very crude state, we mean the Revenue Bill. Some principle should be adopted, and a Bill passed, which should exist for years. If this were the case, merchants and mechanics could launch out with some degree of safety in business; but such is the uncertainty respecting this important bill, whether it will favor the theories of the free trader or protectionists, that parties are afraid to expend their capital in any branch of business, for fear that the action of the Legislature may be such in another year as will destroy that business, and entail on them a serious loss. In the last year's Bill there is a palpable absurdity, as far as our business is concerned. Printing paper is admitted free, as it ought to be, as well as all books, magazines, &c.; but on the material for printers in the Province, to manufacture type, presses, &c., the heavy duty of 20 per cent is exacted, provided they are imported from a foreign country. Now, we should not much grumble at this, if there was the slightest prospect of the articles we have enumerated above, being manufactured in the Province; but this cannot be the case for a long series of years. We believe more than two-thirds of the materials named above, used in the Provincial printing offices, are procured from the United States, for this obvious reason, that they can be purchased upon more advantageous terms there than they can be from Britain. This absurdity we hope to see remedied in the next Revenue Bill, as well as numerous others equally unjust and ridiculous."

The Shediac Rail Road.—We are happy to learn that some of our City and County members are in favor of making the Shediac rail way a part and parcel of the great trunk line, which is to connect Halifax with Quebec; and that they will advocate this interest in the Legislature, when the subject comes up as inseparable from the other. We think that there should be no difference of opinion upon this point. If New Brunswick is called upon to pledge herself to an equal portion of the interest on the great trunk, in common justice the most important and populous portion of the Province, especially where nearly all the revenues are raised, is entitled to some consideration. If the Halifax and Quebec line be laid, and not the Shediac then St. John, and this part of the Province, are injured, instead of benefited—because the business and trade of the Gulf shore, and the Northern Counties, will be absorbed by Halifax—nearly one half of the province will be taken away from us; and we shall have more cause to grieve than rejoice at the trunk line being laid. * * * We maintain that if the Shediac line goes into operation it must be as an Imperial undertaking, and in connection with the great trunk line.

The gold fever is raging all over the country. In almost every town more or less have already left, or have the subject under consideration. It is estimated that at least one hundred perhaps have already left or will leave this city for California. Letters from our Senators in Congress speak discouragingly of the prospect for accumulating gold and express the opinion that our people generally will do better to remain at home.—[Bangor Courier.]

AGRICULTURE.—The clergy were great improvers of agriculture, more so than the Norman nobility. "The rural labours of the season, with the signs of the Zodiac, are sculptured on Gremont Cathedral, built 1274. Thomas A. Beckett, after he was Archbishop of Canterbury, used to go out into the fields with the monks of his monasteries, and join them in the work of the fields. There are many thousand acres of meadow land in England actually irrigated, whose near Salisbury have been watered time immemorial, and great crops of grass are produced thereby."

Evelyn says, "The draining of land was first begun by the agricultural monks." There are parts of the coast of England, which produce most excellent grazing lands, which have been reclaimed from the sea. The celebrated Romney marsh, 40,000 acres in Kent, was taken from old Neptune during the Saxon era, eight hundred years past. Mayhew Hake, a Fleming, under Henry VII., began draining the Lincolnshire fens about the town of Boston.

Under Cromwell, an officer in one of his horse regiments, named Verelsteden, (born in Flanders), reclaimed several thousand acres more by embanking; and there has been reclaimed, by Rennie, in 1831, 90,000 acres about the town of Boston.

Greene, Bishop of Lincoln, translated a book on agriculture from the French in 1500. Furness first mentioned, 1530, Sir A. Fitzherbert, a law judge, wrote on agriculture in 1591.

"Fire.—The House owned and occupied by Mr. Gentry, in Jackson-street, was discovered to be on fire, at about two o'clock on the morning of Tuesday last, and before assistance could be procured the fire had made such progress, that it was impossible to save the building. Most of the furniture was saved, but about 60 or 70 barrels of provisions, which were in the cellar were consumed. Mr. Gentry estimates his loss at about £200.—[Carlton Sentinel.]

Our Subscribers will oblige us by paying our Collectors, who will call upon them with their accounts for the last year.

THE STANDARD.

St. Andrews, Wednesday, Feb. 14, 1849.
Charlotte County Bank.
Hon. Harris Huxton, President.
T. B. Watson, Esq., Solicitor.
Discount Day—TUESDAY.
Hours of Business, from 10 to 2.
Bills and Notes for Discount must be lodged with the Cashier, on or before Monday otherwise they must lie over until next week.

St. Andrews and Block House.
Commissioners—Geo. D. Street, John Broadford, Thos. Berry, John Bailey, R. Ker.

St. Andrews Steam Mills and Manufacturing Company.
R. M. Andrews, Esq., President.
J. Weir, Esq., Agent.

Saint Stephens Bank.
G. D. King, Esq., President.
Discount Day—SATURDAY.
Hours of Business, from 10 to 1.

Bills and Notes for Discount must be lodged with the Cashier, on or before Friday, otherwise they must remain in his hands until the following discount day.

Arrival of the Steamship



The English mail to the 27th ult. by the R.M. Steamship Niagara arrived here on Monday evening. We can only mention that.

Trade continues to improve.—Money has become more abundant. The Judges have overruled the errors assigned the cases of W. S. O'Brien and the other prisoners.—Ostrage continues to exist in some of the northern counties. The Cholera still lingers in England, the cases reported were 5561, 3961 of which proved fatal.

The California gold seeking mania, has extended to the continent of Europe. The Pope is still at Gaeta, and has threatened his subjects with excommunication. The British arms are triumphant in India.

LEGISLATIVE SUMMARY.

On the 7th inst. the Assembly went into committee of the whole upon His Excellency's speech. Dr. Thomson commenced the proceedings slightly touching upon the subject of each paragraph, until he came to the 7th, in which the subject of Railways is introduced, when he moved that a select committee be appointed to report by Bill or otherwise. The debate which followed, the Frederick-Reporter says, would fill three papers. We have only space this week to give a skeleton of the debate so far as published.

Mr. Street opened the debate observing that the Speech contained several important points, and thought according to the new principles of government established in the colonies it should be given over to the Executive. Mr. Jordan followed on the same side Mr. Boyd thought the matter would be safer in the hands of the Government than in the House when it might be affected by local prejudices. The Attorney General said the Govt. had no objection to perform this or any other service within their power, it was a question with the House which way it should be disposed of. However willing the Government might be to act in the case of the Railway, they would stand in need of all the assistance which the House could give them. The Government were prepared to act singly or in conjunction with the House.

Mr. Brown said we had approached an important period in our history. The Government had placed the House in a novel position, and it became necessary to give it great consideration. The Province was in a depressed condition, and although public credit had thus far been sustained by the worst was not yet come. If in this emergency, the business of the country is to be done by the Committees of the House, let it be understood—let it be by the Executive, let it be understood also. The House should also know whether upon the success or failure of each separate or local measure—such for instance as the Shediac Railway—the Government meant to stand or fall. "Certainly not," by Mr. Wilton. Any relief that could be expected by Railroads was too remote—and in the mean time he saw nothing which could be done, except through the agency of our Agriculture, which notwithstanding the late failures was yet the mainstay of the country—involving interests sufficient to swallow up all others. "The great subject now would be, to restrain the tide of emigration from the Province. All saw the difficulty of the attempt but scarcely any two agreed upon the means to be employed. Some wish to give the Farmers a better system of operation by giving them information; others again as for protection; while it was thought that if we exported butter and beef we could double the prices here, in England. Our habits were too extravagant—and in this instance there lay a great difficulty; for we must continue to suffer in this way until the people eat bread of their own raising. Outraged for instance—and thus become independent among themselves. Upon the whole, if the Government were to bring forward all these important measures which had been spoken of, they would have a most difficult task and should receive the willing assistance of every member of the Legislature."

Mr. Kitchen wished to know why the hon. member, (Mr. Brown) had called the construction of the Shediac Railway a local measure, when it was obvious that it was the only line in the Province that would pass. Was it a local measure to make the north and the south meet, and unite their interests? Was it a local measure to bring the produce of Prince Edward Island into the St. John Market? It was now well known that the line from St. Andrews to Woodstock was a failure for it never can be a trunkline as was formerly supposed. Did the hon. member not know that the great outcry on the projected line would give the most immediate and effected relief which could be anticipated?

Dr. Thompson followed. He said the prosperity of the people rests with themselves. The Legislature could make roads for them, but it could not make them work. The schoolmaster is indeed abroad cultivating their minds, but the cultivation of their fields is neglected. He would not consent to involve the Province in the debt of £200,000 for the erection of the Shediac Railway.

Mr. Wark observed that the last hon. member had thrown the whole bulk of our disasters upon the Lumbering; but he had forgotten to state that during the last year twenty or thirty thousand pounds of our Revenue had been collected from the Crown Lands.

Mr. Boyd said it was a mistake, if any hon. members thought the Representatives for Charlotte were hostile to any route but their own; for they had—on every given sufficient proof to the contrary. "The learned member (on St. John, Mr. Ritchie) seemed to think the Shediac Railway the only one entitled to encouragement, but it is the route of the north-west Counties was so important, why not support a line which would encourage Trade in other parts of the Province. He was not willing to make a mere thoroughfare of New Brunswick, for the sake of aggrandizing the Sister Province; and this would be the natural result of that under consideration—no road could suppose that a Quebec merchant would send a cargo to St. John in order to be shipped for England. The route from St. Andrews to Woodstock would concentrate the trade of the River St. John, and that of Quebec, and would afford a route to the east coast route, before any other was completed. Indeed the only other which he thought would benefit the country, was the one spoken of, to run from Halifax to Windsor, thence across the Bay of St. John, and then by the River St. John to Woodstock."

Mr. Brown explained. His only reason for calling the Shediac Line a local one was that the hon. member (Mr. Ritchie) had himself severed it from the others, in his speech.

On the 8th inst., Mr. Boyd read the petition of N. Marks, J. M. Porter, and 412 others against the erection of a Bridge at Salt Water in the Town of St. Stephens.

Mr. ARTHUR GENERAL brought in a Bill for reducing Official Salaries; and another for Incorporating the Grand and Subordinate Divisions of the Sons of Temperance in this Province. Also a Bill on Salt Mines.

The House on motion of Mr. Brown went into Committee of the Whole on a Bill to relieve certain debtors owing Bonds to the Crown for Lands. This case has been well known for several years in the House, and has frequently been reported. The Bill was supported by the Members from Charlotte and others, and opposed by Messrs Ritchie and Street principally, the latter declaring that nothing could induce him to vote for it except the extension of the same principle, namely, that of giving lands in return for those of which they were deprived, to the number of poorer persons in the Province owning smaller sums.

Mr. Boyd presented a Petition from the Reverend M. A. Wallace, with Charles Bradley and Dennis Bradley, Managing Committee of the School in connection with the Roman Catholic Church in the Town of Saint Andrews, praying that the usual Grant towards that School may be continued—referred to the Committee on Education.

ALARMS OF FIRE.—On Saturday afternoon last, a house owned by Mr. Falls in August-street, was discovered to be on fire; but the fire was soon extinguished with but trifling damage to the roof.

On Monday night, about 11 o'clock, the cry of "fire" resounded through our streets, accompanied by the ringing of the Church bell, which could scarcely be heard, owing to a strong north-east wind which was blowing, filling the air with drifting snow.—The fire was discovered issuing from an unoccupied front room in the building known and used as the Custom-House, owned by Messrs. John and Nathan Treadwell. Notwithstanding the extreme coldness of the weather, a large number of our inhabitants turned out and proceeded to the spot, and after forcing the front door, on entering the room formerly used by the Landing Surveyor, found flames issuing from the corner of the room in a perpendicular line to the roof. After very considerable exertions on the part of our townsmen, having exhausted the supply of water in the adjacent wells, the flames were extinguished, but however without doing considerable damage to the rooms, and roof. The fire is said to have originated from the carelessness of the person employed in making the fire, who left hot ashes in a woollen-jacket, used for that purpose, in an unoccupied room. Such carelessness cannot be too severely reprobated, and should be a warning to others. Had the flames made greater progress before being discovered, no human exertions could have saved the building, nor indeed the whole range of houses to the Market Wharf.—On entering the townsmen, the Messrs. Treadwell, would have been deprived of the fruits of several years hard toil, and many who now enjoy comfortable homes, been driven homeless and penniless on the cold charities of the world at such a difficult season. We are authorized to state by Messrs J. & N. Treadwell, that they congratulate the Officers of the Customs from all blame.

IF we beg leave to direct attention to an advertisement in our columns, headed "To Merchants and others," the advertiser says he is, we will give information preparatory to establishing wood, cotton, fax, paper, and various manufactures. He could also build a large work up old scrap iron into bars, which is much wanted, as large quantities of this article, are annually exported to the United States, where it is manufactured into stoves, castings, &c., and re-shipped to the Province, thus giving the Americans the double benefit of manufacturing and re-selling at enormous profit. The same thing he said with respect to other articles; for instance are sent to our neighbors, at a mere nominal value, and return in the shape of a large supply of which article is annually imported, while at night, at a small outlay, the manufacturer in the Province.

RAILWAY MEETINGS. were held at Miramichi, and Bathurst, during the last week, on the subject of the proposed Railway to connect Halifax and Quebec. Resolutions were passed in favor of the undertaking and pledging the members at the meetings, to give a free grant of such breadth of way as would enclose cultivated lands; which the Railroad shall pass, and also a free grant of any wilderness, and that might be required for a like purpose. The people in that region of the Province, have acted nobly, they are fully convinced of the great benefit that would result from the construction of railways, they would be the means of introducing British capital and giving employment to the people, and developing the vast resources of this Province.

We shall be happy to receive communications from our subscribers in the different Parishes of this County, upon matters of interest in their locality, or upon subjects of general interest. This course would not only bring their Parish into notice, but make the paper more interesting, and enable the correspondents to get a little practice in writing with ease upon any subject. Much useful information upon Agriculture, and other subjects of moment to the people of the country would in this way, be disseminated.

The Legislature of Canada have presented a joint address to the Queen for the abolition of the Navies in Canada.

THE SHIPPING OF THE PORT OF ST. JOHN.—We have been favored by the Imperial Officers of Customs with a list of the annual Account of Shipping belonging to this Port, for the last year, which has just been made up. The total amount of Shipping owned at the port on the 31st December, 1848, was 406 vessels, 89,968 tons, and which, compared with 1847, which was 479 vessels of 91,267 tons, gives an increase in the number of vessels of 17, but a decrease in the tonnage of 1299 tons. The number of new vessels built and registered at this port during the past year is 60, 16,797 tons, and compared with 1847, which was 87 vessels, 38,119 tons, shows a decrease of 23 vessels, 22,000 tons.

At Miramichi, the total amount of Shipping owned is 83 vessels, 4764 tons, for the last year, and compared with 1847, which was 69 vessels, 3903 tons, shows an increase of 14 vessels and 761 tons. The number of new vessels built and registered at Miramichi last year was 12, 1912 tons, and compared with 1847, which was 3,163 tons, shows an increase of 9 vessels and 276 tons.—From this it would appear that Miramichi is going ahead in the ship-building line.—[New Brunswick.]

OFFSHORE.—The office of the old was broken open on the night by some audacious vagabond, and of the type carried off. The We shall be glad to some sequence of the loss of type, readers of Herald will, if they at least bear with us in doing it, the circumstances, until a notice can be procured.

The Telegraph line will be ready for operation through lens by Monday morning.

NEW-BRUNSWICK Provincial Pass HOUSE OF ASSEMBLY

Extracts from the Journal of the 3rd COMMITEE

Roads.—Messrs. Parrell, Hayward, Gilbert, S. Earle, Smith, Wark, Carnan, 1 journey.

Academics.—Messrs. Parrell, Road, Wark, Eastland, Stei Brown, J. Earle, Miles, A and Council.

Trade.—Messrs. Parrell, Taylor, Woodward, R. D. Wilson, Cranney, and 141.

Public Accounts.—Messrs. Parrell, R. D. Wilnot, 141.

Fisheries.—Messrs. Taylor, Wood, Woodward, Haining and Taylor.

Lumbering Interests.—Baillie, J. Earle, Cartmar and Smith.

Emigrants.—Messrs. H. Taylor, Heyrd, and Woth Public Printing.—Messrs. Taylor, Brown, and 141.

Expiring Laws.—Messrs. Taylor, Brown, and 141.

Privileges.—Messrs. S. Carnan, and Barberie.

School.—Messrs. Steven S. Earle, Taylor, and Co.

Light House.—Messrs. Parrell, R. D. Wilnot, and Taylor.

Education.—Messrs. V. Earl, S. Earl, Cartmar, and End.

Finance.—Messrs. W. Earl, and 141.

Mr. Boyd presented a Smart, of Chapeau, price of a seizure made by the officers, referred to Trade.

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