

Provincial Parliament.

HOUSE OF ASSEMBLY.

FREDERICTON, March 24.
A variety of matter occupied attention of House during forenoon Session.

At 2 o'clock College despatches, M. Lellan in the Chair.

Stadman opened with an elaborate speech, quoting largely from authorities upon the constitutional principle involved. He assumed that the Executive knew the terms of his Excellency's despatch and should therefore be held responsible. The despatch was adverse to the interests of people and right of Legislature and Executive should have resigned. He moved his Resolution, and M. Adam seconded.

Attorney General followed. The proposition of Stadman he declared a great fallacy. It was not established here, in Canada or Nova Scotia that Executive should be aware of terms of all despatches from the Governor—that principle should be embraced in our Constitution. He defended Governor, who had followed the only constitutional course pointed out to him, and contended there was no principle involved on which to appeal, to the country, and declared this the first time in which a Governor had been reflected on by Resolution of House. He concluded by moving an amendment a Resolution affirming that the Executive should see all despatches transmitted by his Excellency relating to any laws enacted and that Executive should use all constitutional means to obtain that right.

End seconded. Progress then reported. Agricultural Bill introduced by Attorney General.

Medical Bill now 5. 40 for the fifth time before the House in Committee.

March 25.
The Medical Bill passed last night, with amendments. The Bill to relieve Clergymen from taxation passed 17 to 8. The Report of the Fishery Committee was submitted. The Bill relating to absent, absconding and concealed debtors was agreed to. Progress made in the interest and usury Bill.

At 2 P. M. the debate on the College matter was resumed. Botsford spoke for two hours. He quoted extensively from the political primer to prove that honorable members of the Government were not consistent in their acts now in connection with the College Bill, and despatches with the views entertained and expressed by them in 1854. He sought to relieve the Governor of all individual responsibility, and the resolution of Stadman from reflecting on His Excellency, and charged the Government with dereliction of duty in not having in the despatch made the Colonial Secretary fully aware of the action of the Legislature last winter in passing the College Bill by so large a majority; and in not having met the representatives sent home against the allowance of the Bill, by a remonstrance.

McAdam said he had seconded the resolution merely to get it before the House. He would vote for the amendment.

The Provincial Secretary stated that the despatch was written by His Excellency, and the Council did not see it, and Botsford knew it; therefore Botsford's reflection of the failure in passing the Governor; as soon as the Executive became aware that representations were to be sent home, they asked of His Excellency to see them. The request was refused, and the Council felt assured as their note was to go home, that the Colonial Secretary would not allow the representations to affect prejudicially the Bill without first informing them.

The result had proved the opinion correct and the Council had obtained the promise that in future all such representations relating to the Act of the Legislature should be submitted to them.

Williston followed in favor of the resolution arguing constitutional points. Progress was reported. Adjourned at 5.40.

March 26.
Agreed to in Committee—Bill relating to Law Library, by which Attorneys are required to pay 15s. annually, and thus become entitled to privileges of Library. Also, bill relating to trespasses.

Progress made in McPhelin's Judges' Qualification Bill.

Government bill to amend Agricultural Act passed without amendment or division. McPhelin asked Provincial Secretary if it was intended to take up consideration of Head Quarter's Commissioners' Report.

Secretary said he could not say just then. College discussion resumed. Gilmour, McMillan and End spoke in favor of amendment. McPhelin in support of resolution.

No new points raised; discussion turned on constitutional principles advanced to by former speakers. Progress reported at 4.50. Bill to establish boundary line between New Brunswick and Nova Scotia agreed to.

Adjourned at 5.5.

IMPOSTER.—We have been requested to state that there is now going about the city an imposter, who assumes different names and various characters but generally the name of Kelly, and the character of a Catholic Priest, in which character he has, we understand, duped some persons and got money from them. To others he represents himself as a clerk in a great commercial house in Canada, &c. He has been through Gloucester, Miramichi, and other places on the North Shore, practicing similar deceptions. He is described as about 25 or 26

years of age, having sandy hair, without whiskers dressed in a cap, brown paletot, &c. He visited the Railway works outside the city, and cheated some of the poor navvies out of considerable sums. The first person whom he attempts to deceive, should instantly hand him over to the police. As may be expected, he is a drunken, and in every respect a worthless character.—Freeman.

The above mentioned individual was yesterday brought before the Police Magistrate for examination, and afterwards remanded to jail for a week, in order to ascertain whether he is insane or not. If in his right mind he will be tried for his offences.

Captain Kirby, of the brig "Frances Jane," from Mayaguez, and Captain Staples of the schooner "Molawik," from Ponce, P. R., report that a Spanish bark from the coast of Africa, with 850 negroes on board, while attempting to effect a landing had gone ashore about the 6th ult., on a reef on the east end of the island, and went to pieces, and it was reported that the Captain of the bark, had committed suicide. The authorities immediately despatched a government steamer to her, but she had not returned at the time of the departure of the above vessels.—Baltimore Ex., 1th.

UNITED STATES.

Railway Progress in the West.

The Railroad Record, speaking of the progress made in railway building in the West the last six years, gives the following statistics and comparisons:

The Record was commenced in March, 1853, and from July, 1852, to July, 1858, was six years, in which period we have the means of making the contrast. In the course of 1852 is given the number of miles of completed railroad reported by Mr. Andrews to the government. For 1858 we give our own list.

	1852.	1858.
In Ohio	1154 miles.	2870 miles.
In Indiana	753 1/2 "	1792 "
In Illinois	206 "	2718 "
In Michigan	427 "	803 "
In Wisconsin	50 "	776 "
In Iowa	— "	436 "

Made in six years 2678 1/2 " 9325 "

In each year 446 1/4 " 1554 "

The average cost has been \$35,000 per mile, and consequently about thirty-eight millions of dollars per annum has been expended in the construction, or sufficient to employ, at the average of wages, one hundred thousand able-bodied men. This expenditure has reduced, by one-half the cost of transportation, and given a positive value in market of every bushel of grain on the remotest farm. The effect of this is seen in the increased value of improved farms in the producing States. Take the State of Ohio for example.

The valuation of property in Ohio stands thus at different periods.—

	\$507,581,911
In 1852	860,000,000
In 1858	358,000,000
Increase	358,000,000

This is an annual increase of \$58,000,000 per annum.

The expenditures on railroads have been \$10,000,000 per annum; so that the improved value of State property has been six times greater than the whole amount expended on railroads.

The increased value of property in the north-western States in the last six years has been about one thousand millions, while the expenditures on railroads in that time has been two hundred millions.

Railroad Accidents.

Albany, March 20.—A terrible Railroad accident happened yesterday between Flamboro and Dundas. The storm had washed away a bank, and the engine ran into the chasm nearly twenty feet deep with a portion of the train. The locomotive, baggage car, and two passenger cars went in. The scene represented as more horrible than that at Des Jardines Bridge. A terrible storm was prevailing, and the water washing from the mountain, there was great difficulty in securing the wounded or extricating the dead. The cars were a perfect mass of wreck, and the locomotive was buried in the soil. The night freight train passed over the spot in safety half an hour previous to the accident.

The baggage car fell above and on the locomotive; the first passenger car ran aslant, and the third passenger car slid under and upturned the end of the first, and the third running into this had the corner carried in.

Detroit, March 19.—The Express train on the Great Western Railroad ran off the track near Hamilton last night, demolishing the cars, and killing four or five persons, including the engineer, and wounding several others. But few particulars have as yet been learned.

Philadelphia, March 19.—The track of the Camden and Amboy road, near Florence, is washed away. The passengers by the 2 o'clock train from New York, returned to Trenton, and arrived here this evening. The travel of the Camden and Amboy road will be suspended for a day or two in consequence of the injury to the track.

Clinton, (Pa.) March 19.—This morning the freight engine Meteor on the Baltimore Railroad exploded, killing the engineer Mr. Hall, a native of Littleton, Mass., and the fireman. Four or five cars were slightly damaged.

FRESHET ON THE PENOBSCOTT.—Bangor, March 20, 8 P. M.—The freshet on the Pen-

obscott has reached its highest point to-day, as it is supposed; the cold turn of the week, after having checked the melting of the snow. The ice below Oldtown came down yesterday, and to-day forming an immense jam of about two miles in length, which is now opposite this city. It moved down at 11 o'clock to-day, the head of it stopping at Steamboat Wharf. The water then rose five or six feet in fifteen minutes, flowing two feet over the wharves. It then fell four feet in the course of the afternoon, but another and higher flood is feared to-night for which the merchants are preparing by moving their goods. Should there be a rise of 8 or 10 feet the telegraph office would be disabled; but this is not probable.

11 P. M.—Water has fallen 2 or 3 feet since 3 o'clock this P. M., but the jam has not come down, except that will start at high-water. About 12 o'clock, then, there will be a flood if at all.

12 o'clock.—Water has risen about a foot within the last 15 minutes.

The Fearful Accident at St. Mary's Church at Oswego.

Last Wednesday evening (as already briefly noted by the telegraph, St. Mary's Church of the order of the Redemptionists, at Oswego, was thrown for some interesting religious exercises, when at about a quarter after seven o'clock that part of the flooring next to the sanctuary and about 15 feet square, gave way, caused by the breaking of the cross-beam, and precipitated all within the space in a confused mass together. But there was no one hurt here. The floor gradually sank, and was upborne by the furnace and some boxes underneath; and were it not, there could be no one seriously injured as in any case the fall could not have been more than 6 or 8 feet.

The Oswego Palladium says:—"The scene that ensued is beyond the power of language to describe. The groans, shrieks, prayers and supplications, of the mass of human beings thus thrown in a confused heap in the chasms below, as well as the horror-stricken mass beside, in the other part of house, was awful beyond description. Those who were uppermost in the precipitated mass struggled to escape by climbing up and over each other, trampling under foot those beneath. A universal panic seized the whole of the assembly instantly. A terrific rush was made by those on that part of the floor not fallen, to escape from the house, amid the shrieks and groans of those being trampled under foot. News of the calamity rapidly spread, and thousands of people speedily assembled at the scene of disaster and hundreds were eagerly and anxiously enquiring and looking for their friends, relatives, children, wives, husbands, sisters, brothers etc., and the general gloom pervaded the melancholy disaster reached. As soon as possible relief was afforded. Many women were taken out of the church insensible some with broken limbs and otherwise injured. How many were actually dead or died subsequently, or how many were seriously injured, it is impossible to learn as numbers were carried home by friends and acquaintances. One man Lawrence Murray, was taken out dead; also, Mrs. Mary Carlin Mrs. Bridget Langdon, and Mrs. Margaret Hennessy.

The Standard.

ST. ANDREWS, MARCH 30, 1859.

LEGISLATIVE COUNCIL.—A discussion took place in the Council on the 17th inst. on the Revenue Bill, during which the hon. Mr. Botsford took occasion to animadvert upon the Railway policy of the Government, and stated that "with respect to the works now in progress, all the government had, required in the first instance was a duty of 2 1/2 per cent upon our importations, in order to meet the interest on the expenditures; but now they come with a demand of 2 1/2 more, and the prospect was that if they continued much longer in power, 2 1/2 in addition would be called for. The government had, he said, induced the country to believe that the (Shediac) Railroad could be constructed for £5,000 per mile, and it was on that estimate that their honors had assented to its construction; but now it appears that the cost would at least be £7,500 per mile, with every indication of its being considerably more." The hon. Mr. Wark contended that the Railroad as it is made, is the cheapest on the continent of America. After some further observations, the Hon. Capt. Robinson rose and denied that the Government railway was built as cheaply as the New Brunswick & Canada Line. We are indebted to the "Fredericton Reporter" for the following extract of his speech:—

Hon. Capt. Robinson most contradicted the assertion that the government Railroad was built as cheaply as that with which himself was connected. It might be as cheap as others—and he believed it was—but while he (Capt. R.) would maintain that the construction of the St. Andrews line was far cheaper, he would also maintain beyond any dispute that it was not inferior. (Here the hon. gentleman complained that he was always misrepresented by the Reporter.) He did not

oppose the whole bill before their honors, but he complained that it was unjust to charge 1 per cent upon iron used by the company which was constructing an excellent road at the low rate of £1,500 per mile, while the Government Railroad iron came in duty free. (Here the Reporter found it impossible to follow the hon. member's rapid enunciation, but understood him to say that about nine months ago the company paid 1 per cent upon bar iron, but that after its being repurchased to the Provincial Secretary by the manager, the wrong was abated.) It was impossible for the Government to build Railroads without their costing more than one third over those of a similar grade, built by a company; and he again commented on the iron tariff, which bore hard on the company, which they had imported largely from Nova Scotia. He again maintained that the road in course of construction by the company, was equal to the very best of the Government line, and that any line in the province, under the careful supervision of a company might be constructed at the rate of £5,000 per mile. The additional impost upon wines he also thought to be bad policy, as it would only lead to smuggling, and the manufacture of inferior articles.

The Legislative Session is fast drawing towards a close. Previous to its opening, many supposed that their collective wisdom, would not remain together at longest more than four or five weeks—others again prognosticated that the Government would be defeated or resign—miserable prophecies, in no instance has their visions proved correct.—It is an easy matter to designate politicians, whether in the government or opposition, as incompetent and worthless, but it is difficult to form a government possessing the entire confidence of the people or a large majority of them, constituted as men are. The interests of a country possessing a free government are better served, where there is a strong opposition, as it is a check upon the acts of those in power, who generally require watching.

That the Legislature will close in a few days, may be gathered from the fact of the Members being so anxious to bring their motions before the House, and the brevity of their speeches. The Revenue Bill passed.—The General Appropriations, the Great Road Bill and some others of less importance, the Insolvent Debtor's Act has been repealed, and the Railway investigation Committee are pursuing their labors without any prospect of their being able to report this Spring. Mr. Tibbitts resolution, we fear will receive the go-by, as well as other measures. The debate on the College despatches we hope will result in—smoke. It is impossible that all the measures before the House can receive that attention which they merit, and the House will be prorogued, in the usual hurry.

NORTH BRITISH REVIEW.—Leonard Scott & Co., New York.

The February number of this Review has been received from the American publishers.

The contents are:—

1. The Algerian Literature of France.
2. Carlyle's "Frederick the Great."
3. Fiji and the Fijians.
4. The Philosophy of Language.
5. Sir Thomas More and the Reformation.
6. Internationalism and the Limits of Religious Thought.
7. De La Rive's Electricity in Theory and Practice.
8. Scottish Home Missions.
9. Reform.
10. Recent Publications.

THE ATLANTIC MONTHLY.—Phillips, Sampson & Co., Boston. The April number of this United States "Magazine," if we may so term it; is before us, and fully sustains its high literary standing. The contents are:—Agrarianism—Balls and Bears—Prayer for Life—Olds and Ends from the Old World.—The Sniffs—Palfrey's and Arnold's Histories—Drifting—Roba di Roma—A letter to a Dyspeptic—The Utah Expedition—Our Skater Bell—The Professor at the Breakfast-Table—The Minister's Wooing—Reviews and Literary Notices.

If the enterprising publishers are not extensively patronized, it will not be for any lack of power and ability on the part of their contributors. Such a Magazine must be appreciated.

Stubs' Patent Combination Ventilator.

This recently invented apparatus has been in use in the Police Office in this city for some time past, and has been the means of rendering apartments there, which were previously very impure and unwholesome, perfectly salubrious and healthy, even when they are crowded to excess. The adoption of this Ventilator in the House of Assembly and in four committee rooms in connection therewith has proved highly satisfactory, and the same beneficial result have followed the use of it in the Railway office and Courier office. We can therefore recommend the invention to the patronage of the public.—Courier.

ANOTHER STEAMER.—Another of the Canadian Atlantic Steamers was announced to leave Portland for St. John, on Saturday to take in a cargo of deals—so that by the time this announcement meets the eye of the reader (on Monday morning) the steamer will probably be lying at the North Market Wharf.

It is our painful duty this morning briefly to announce the sudden demise of W. C. McStay, Esq., M. D., J. P., on Monday night last, aged 62 years. The deceased was an old inhabitant of this Town, of extensive practice, and highly respected by the community in which he resided for upwards of 40 years. As a Physician he was generally beloved by his patients, and as a Magistrate he dispensed equal justice to all.

In common with the Inhabitants of the Town and County, we deeply sympathize with his afflicted family in their bereavement.

From returns laid before the House on motion of Mr. McClellan, it is found that the publication of the new Map of this Province, though not on a larger scale than that issued by the Board of Works, has already cost the enormous sum of £1563, and an additional sum has been claimed by the compiler for his labor, which, however, has not been allowed. This sum does not include the copies for general use—in fact from the correspondence now produced, it appears that the aggregate cost of say 2000 copies will not be probably less than £2,500, or *Ten Thousand Dollars!* of the public money. In addition to the above modest charges, the compiler claims, as a matter of justice to himself, all copy-right privileges, and has further suggested that the plans and sketches belonging rightfully to him—probably as an additional reward for his patriotism and ill paid labors! The Map, though small, seems to have been carefully prepared, but if this apparently exorbitant charge has risen from any mismanagement,—it is to be hoped that an investigation may show clearly upon whom rests the responsibility.—Cr. Visitor.

STORM.—On Friday night, a heavy south east storm was experienced, which caused a foundation of a considerable portion of the Marsh, overflowing the life of Railway, and flooding the buildings. From Hammond River we learn that the temporary bridge erected by Mr. Crosby, the Railway Contractor, was swept away, and that his loss in tools and materials will amount to about £1000. If so severe a storm had occurred a little later, when the ice was about starting, and the rivers and brooks swollen by the melting snow, the loss must have been very great. As it is, no doubt considerable damage has been caused in various sections. A man named James, Mc Gill was found dead in a brook near the residence of R. Jardine, Esq., on Sunday morning. He is said to have been an industrious person, and had been employed in the Foundry of Messrs. Harris & Allan. He leaves a wife and a family.—Nkr.

Canadian Crown Land.

In Lower Canada there are now over 5,000,000 acres of Crown Lands saleable.—During the year 1858 nearly 50,000 acres were sold for \$22,249; something less than an average of half a dollar an acre. In Upper Canada, the sales of Crown Lands reached 121,603 acres, the purchase money amounting to \$138,698. Of the Clergy Reserves there remain in Lower Canada 482,464 acres, and in Upper Canada 337,195.—Of this description of lands there were sold during the year 4,116 acres in Lower Canada, and 25,812 in Upper Canada. Of the million of acres set apart in Upper Canada some years ago for common schools, only about 25,000 acres remain unsold. The sum of \$517,837 has been realized on account of those sold. The money has been funded, and is quite a relief to the pressure of school taxation.

DEUTCHMAN'S DESCRIPTION OF A RAINY NIGHT.—"Vell, last night vash de vorst ash never vash. I thought to go down de hill to mine house, but no sooner did I vash, den de faster I stand still; for de darkness was so tick dat I coot not stir in mine boots, and de rain, dander, and blitzen, in more than tree minit mine skin vash vet too to mine close. But after von leetle vile it stopped quietit to rain something; so I keep feeling mine self all de vash long, and ven I comes to mine own house to vash in, vat you tink? It belong to somebody else."

ORDINATION.—We learn from the Church Witness that the Rev. Mr. Pollard, of St. Stephen was admitted to the order of Priest, in the Cathedral, Fredericton, on Sunday last, and Rev. W. Schofield, lately of the Congregational Church, to the order of Deacon. The latter gentleman is to take the place of the Rev. J. W. Disbrow, at Loch Lomond, who is about to remove from the Province.

SMALL POX IN WESTMINSTER.—This dangerous disease is making serious havoc among the French and Indians near Shediac. In one family of eleven, nine have died; in another of eight, six are reported dead; twenty deaths in the whole, besides many sick—four being Indians.—Colonial Presbyterian.

MORE DOCTORS.—On Tuesday last, 236 Doctors were made by the Jefferson Medical College of Philadelphia. On Thursday, 155 more were graduated at the College of Pharmacy and the Medical University.

The steamer Queen, arrived here, yesterday, on lais, being her first trip this Captain. Mr. Wait the clerk, the steamer, were welcomed here, with whom they are favo

FATAL DUEL.—New York. A duel was fought at New York, 12, between Emilio Higazi, a the New Orleans Delta, and a cotton broker. The latter v

Died.

On the 28th inst., W. C. M. D. aged 62 years, leaving and numerous friends to lament the funeral will take place at 2 o'clock, P. M., at Milltown, Calais, on d Josephine, youngest daughter Burns, aged 4 years.

New Advertisements.

ANNUAL ALLOCATION OF EMPLOYED DURING THE POLICE OWN LIFE.

LIFE ASSOCIATION OF

Founded 1832

2, Hanover Street, E

The share of Profit allocated to of the first series has now attained (or 7s. per £10 of their Annual P

ing them to the following suns:—

Age 30, | Age 40, | Age 50

£s 2 6 | £1011 10 | £14 7

The Annual Income of the Associ

To Intending Ass

Entrants before the approachi

visions of Profit, as of ONE YE

ing than later Entrants. Apply

R. H. ST

Agent for

Goods in

MARCH 24,

10 Bbls Clear, and Extra

80 do superfine and extra flour

12 do double extra do

9 Boxes saleratus

3 do W. L. Coffee 1 lb paper

2 do Tobacco

22 Chests London Congou Tea

4 do Souchong

1 Box Oolong

4 Bags Black Pepper

3 Hbds. Boiled and Raw Oil

15 Cwt London White Paint

2 Casks Whiting

15 Boxes Window Glass Assort

5 do Woodstock Pipes

3 do T. D's

Candles, Soap, Starch &c.

In Bon

12 Hbds. "Martell & Co

4 Qr Casks "Dark Brand

7 Hbds. "Best Pale G

6 Pipes

3 Qr Casks best old Port Wi

1 Hhd. "Old Sherry

2 Qr Casks "Old Whisk

2 Puncheons best Mal White

St. Andrews, March 28, 1859

HOUSE TO

TO Rent from 1st May

QUEEN STREET owned by the

Cornelius Connelly. Apply to

St. Andrews, March 29, 1859

PILOTING! PIL

The Pilot Boat "P

having been with

constantly ready to

for the Pilot

will proceed at once to Sea for

The Subscribers wish to inform

Owners, that they are now in th

St. Andrews, March 29, 1859

AUCTION

ON Saturday the 23d April,

he sold on the premises,

Thos. Jones, Esq., situated in

George, on the Western side of

and in the occupation of Mr. Ju

The property will be divided

Two, to point on Mary and tw

Streets.

The House and Out-buildings

can be seen, and information ob

Office, in St. George

St. Andrews, March 29, 1859.

In the matter of Constant W. J

D. Wilson, Insolvent Debtor

NOTICE is hereby given that

tion of Constant W. Dim

Wilson, of Saint Andrews, in th

litter, Merchants and Co-partne

the style and form of Dimock

to me, pursuant to the directi

Assembly, 21st Victoria Chap

Thursday the thirtieth day of

office of the Clerk of the Pea

County of Charlotte, at eleven o

noon, at the time and place for

Creditors of the said Constant

John D. Wilson, for the purpo

the terms of a compromise to l

under the said Act.

Dated the twenty-ninth day

1859.

Cle