

question of line of connection with Canada—should first decide to have the railway connection, then raise the means, then on fair and just principles decide upon the route.
Adjourned at 5.30.

FREDERICTON, Feb. 22.

McPhelim introduced a Bill to amend the Law of Evidence, also a bill relating to Election of members to the Assembly.

Tilley introduced a Bill to provide prompt payment of demands on Treasury.

Gray introduced a petition against the passage of bill relating to sealing gas meters; petition and bill referred to select Committee.

Wilmot introduced petition for law to alter the mode of appointing Water Commissioners of Carleton.

Tibbits moved for committee to refer matters relating to St. Andrews Railroad; he affirmed his object was for an opportunity for a shy at Mitchell for his advocacy of North line yesterday.

Mitchell replied, and talk was had about respective routes to Canada. Resolution withdrawn.

Lawrence's resolution taken up, and committee of five appointed, viz.—Lawrence, Tapley, McAdam, McLeod, and McPherson.

McPherson rose and protested that interest of York had been overlooked, and moved that McIntosh be added. Gilson moved amendment to increase committee to seven. General question was again opened up. Wilmot, Tilley, Fisher, Gray, &c., spoke. Gray said he was willing to bear a share of the responsibility for introduction of railroads, and did not believe they would, with ordinary economy, injure the country, as had been prophesied. McMillan, member of last year's committee, referred to investigations as having been as full as time admitted, and thought report should have conveyed expressions of opinions favorable to Jardine, to whom the country was indebted. Debate adjourned at 5.30.

FREDERICTON, Feb. 23d.

For Macpherson read Williston as fifth member of Committee yesterday.

A very thin House to-day, several hon. members engaged on Committee.

McPhelim's Bill relating to law of evidence referred to Select Committee.

Mitchell introduced a Bill to afford greater facilities for obtaining licences to cut and carry away timber from Crown Lands.

Afternoon occupied in discussing a Bill of Mr. Kerr's relating to settlement and support of the poor of the Province. The bill was reported last winter by a select Committee, and passed by the House, and printed by direction of the Legislative Council—the Bill was agreed to.

Cudlip presented a petition from Walker Tisdale & Son, and some 350 others, praying that all disputed claims of Contractors of the European and North American Railroad be referred for adjudication to some competent and disinterested Engineer.

House adjourned at 5.15.

FREDERICTON, Feb. 21.

Great many notices of address given; one by Steadman for dispatches and minutes of Council relating to resolution passed in Session of 1852 concerning salary of Governor. Another by C. Perley for papers and plans relating to Bridge at Woodstock. Report of Public Works laid before the House. Almost the whole day spent in Committee upon the Bill to incorporate the New Brunswick Free Stone Company; the question was as to whether the liability of Stockholders should be confined to the amount of stock or extended to double that amount. Several members stated that although formerly in favor of double liability, their opinion had undergone a modification. Double liability lost, 10 to 23. Another question raised as to whether any certain per centage of stock should be paid in within a certain time.—Long discussion upon it, and upon policy of incorporated companies generally. Tibbits moved section requiring—per cent. of capital stock to be paid in, within a certain time, which was lost 10 to 24. Nothing said or done about Railway Committee. Gilson gave notice of address for survey of a portion of European and North American Railway Line between St. John and Calais.

FREDERICTON, Feb. 25th,

Williston moved resolution for address asking for detailed statement of number and amount of the debentures unsold or amount still undrawn under Act 20 Vic., chap 20.

Provincial Secretary stated estimates would be in on Tuesday next.

Gillmor's amendment to McPherson's motion relating to Railway Committee passed—14 to 9.

Provincial Secretary thought that action parliamentarily showed opinion of the House against McIntosh being appointed. Speaker thought not, and appointed McIntosh and Cudlip as additional members.

Mr. Allan spoke approving of appointment of McIntosh; he expressed regret for having voted for the Railway Bill in 1853;—did so because the provision for carrying out extensions was added. The object of the alteration in the original bills was to secure the support of the members of York, Carleton and Victoria.

McIntosh and Cudlip both expressed desire to be excused, but no action taken.

Formal resolutions for supply passed. House go into Committee of Supply next Friday.

Progress made in End's Homestead Bill—general opinion seemed against it.

Bill to provide for prompt payment of all demands upon the Province Treasury passed.

Board of Agriculture have decided to hold first fair at Sussex, Oct. 1st 1861.

Adjourned at 3.40.

Loss of the Hungarian.

HALIFAX, 10 P. M., 21st Feb. 1860.

Latest from the scene of the wreck.

Steamship *Hungarian*, from Queenstown 9th inst., to wreck at Cape Ledge near Cape Sable. Crew and passengers all supposed lost. Small portion of hull now visible at low water. Nothing like news for Associated press, unless in mail, small portion of which has been saved in damaged state. One passenger ticket found, name Ellen Sheehan. Nothing more to-night.

The following telegram was received at a late hour last night:—

HALIFAX, Feb. 24, 1860.

A despatch from Ragged Islands to-day to the Postmaster General, says:—

"Supplementary mail bags for Canada and New York have been picked up and in safety, but in a very damaged state—awaiting orders."

Post Master General Woodgate has ordered mails to be brought to Halifax, to be arranged as bags burst and letters torn.

The following is the latest by telegraph to John Hunter, Esq., agent of the New York Associated Press:—

BARRINGTON, 9 p. m., 24th.

"Thomas Nickerson informs me that on Monday morning, three o'clock, he saw from the main land a steamer's light stationary for some time and supposed a ship had struck on Horse Race about two miles off the cape; it was then seen to move. At day-light a large steamer was seen ashore, one mast standing. Thinks he saw men on it when it went over soon after day-light. Report has reached me that the Steward's pocket book has been picked up, having some names for 'extras'; I shall enquire.

Wednesday one small child, and yesterday one man, supposed to be a fireman, were found. The coroner is attending to them. Portions of mail and cargo are being picked up.

We clip the following synopsis of the Auditor General's Report for the financial year ending 31st October 1859, from the *News*:—

The amount paid out during the year by the Provincial Treasurer, including school warrants, was £411,664 8s. 10d.; £93,902 (we dispense with shillings and pence) of which were charged to the Ordinary Revenue; £13,538 to the Bye Roads; £317,500 to the Railway; £4,276 to Bay of Fundy Lights; £76 to the Indian Reserve Fund; £152 to the Sick and Disabled Seamen Account; £215 to the Emigrant Fund; £570 to Gulf Lights. The amount paid on School Warrants was £18,902 5s. 5d.

The Unpaid Warrants for 1857, 1858, and 1859 amount to £14,630 8s. 8d.; £9,177 2s. 9d. of which are Parish School Warrants.

The Civil List Expenditure (which embraces five quarters) was £18,125; Public Works £38,131; Education (two items) one of £8,958, and the other of £23,945; for Agriculture £2,492 was expended; for Immigration purposes £286; for the protection and collection of the Revenue £7,518; for the Post Office £6,961; for the expenses of the Legislature £12,120; for the Judiciary £3,425; for the Penitentiary £2,800; and £4090 for the Lunatic Asylum—with various other smaller items.

The receipts from the Casual and Territorial Revenues the past year, were £15,738; from Import Duties at St. John £94,995; from Export Duties £12,786 16s. 10d.; the amount received from the Deputy Treasurers was £30,906, making Auctioneers' and Distillery Licences, and one or two other items, the total of the Ordinary Revenue for 1859, £156,850 5s. 2d.

The amount of Railway Impost Duty collected was £34,500 12s. 9d., against £20,779 3s. 9d. the previous year. In 1857 the amount collected was £25,913 7s. 5d. The value of goods upon which the Railway Impost was levied was £983,985 in 1859, against £831,167 in 1858, showing that the value of the Imports last year was £150,000 more than those of the preceding year.

At the end of the fiscal year there was to the credit of the Railway Impost Fund £7,277. The balance at the close of the preceding year was £25,415.

The indebtedness of the Province on the 31st October was £1,030,235 17s. 3d.; about £300,000 of which is on account of the Railway works.

From the Auditor's Report on the Railway Accounts, we find that the expenditure to 31st October, 1858, was £525,093 14 3 From 1st Nov., 1858, to 31st Oct., 1859, 329,252 2 2

Making a total of £854,345 16 5 The Auditor says that the net earnings of the Road to 31st Oct., 1858, amounted to £747 19s. 4d.; the net earnings during the year 1858 amounted to £5,795 2s. 7d.

The various items in the Report may claim our attention at some future time.

The accounts of all the different public offices are contained in this volume, and it has also statements in detail of the value of the goods upon which Export and Import Duties have been collected, with much other valuable matter in relation to the trade and finances of the Province.

PROVINCIAL APPOINTMENTS.—John R. Russell to be Local Deputy, and Commissioner under the 8th and 9th Chapters of the Revised Statutes, for the County of Albert, in the room of Reuben Stiles.

John Farris, Esquire, for the County of Queen's and John Lewis, Esquire, for the County of Albert, to be Members of the Provincial Board of Agriculture, these Counties not having equally elected Members to represent them at the Board.

By His Excellency's Command.

S. L. TILLEY.

Secretary's Office, 21st Feb. 1860.

TEMPERANCE LECTURES.—We learn by the *Temperance Telegraph* that the Rev. Mr. Naraway is engaged to deliver two lectures in the Institute during the first week in March, on Temperance. The first on "The Scriptural duty of religious men with respect to Total Abstinence from Intoxicating Drinks." The second, "The Necessity and Rightfulness of the Legal Prohibition of the Liquor Traffic." Mr. N. is an able and eloquent speaker.—*Intelligencer*.

We regret to learn that Mr. Wm. Boultonhouse, (son of C. Boultonhouse, Esq.) of Sackville, was a passenger by the "Hungarian," and, as far as we can at present know, has met a watery grave. His loss will be felt by a large circle of friends, to whom his many excellent qualities had endeared him.—*Blifton*.

The *Temperance Telegraph* announces the death of the Rev. Merritt Keith, on Wednesday evening last, at the residence of Mr. Wm. Titus, of Upham Vale.

SACKVILLE, Feb. 17. We learn that the sleigh containing the mails from Pictou to Amherst, was lost through the ice on Tatmagouche Bay, on Friday night last, with two horses attached to it, also lost. The driver and several passengers, with the mails, which they succeeded in saving, reached Amherst, on Saturday evening. The baggage saved was saturated with water.—*Borderer*.

Dr. Charles Black, Baie de Verte, whilst driving in haste on the ice to Port Elgin, on Saturday last, to visit a patient, suddenly found his horse and sleigh in water six feet deep, and having a lady in the sleigh, which was capsized, they were in danger of being drowned; but, fortunately, Mr. Edward Crane, who was a short distance behind, came manfully to their assistance, and no damage ensued, further than a thorough wetting of the whole party.—*Id.*

On Monday last the "Chebucto Foundry," Halifax, together with several other buildings, were destroyed by fire. This was one of the best establishments of its kind in Nova Scotia. The amount of insurance upon it was \$17,000; but that sum does not near cover the actual loss.—*News*.

SUSPENSION BRIDGE.—We learn from the *News* that a large meeting of the inhabitants of Carleton was held a few days since, to promote the new enterprise of another suspension bridge between St. John and Carleton, crossing from Navy Island to Portland. The Bill to go before the Legislature to authorize the undertaking was read, and a resolution passed recommending the commencement of the work as soon as possible.

FREDERICTON BIBLE SOCIETY. This Society held its Annual Meeting in the Temperance Hall, on the evening of the 15th inst. Judge Wilmot, President of the Society, presided. The Hall was densely filled. The following were the speakers—Rev. Messrs. Albrighton, Sterling, Wilson, Spurden and Dr. Brooke; G. Botsford, Esq., Hon. S. L. Tilley, J. S. Beck, Esq., and the President. The collection for the Society on the occasion of the annual Sermon being preached by the Rev. Mr. Albrighton, was £6 11s.

We learn that an engineer named Middleton, employed in the engine house near Gilbert's Lane, died suddenly yesterday morning from apoplexy or disease of the heart. An inquest was held on the body shortly after, and the Jury returned a verdict accordingly.—*Globe*.

APPOINTMENTS IN NOVA SCOTIA.—Mr. E. M. McDonald, of the Pictou Chronicle, to the Queen's Printer, in place of Mr. A. Grant. Mr. Mathew McKenna to be Superintendent of Light Houses and other Public Property in place of Mr. William Condon. Geo. Whidden, Esq., to be Registrar of Deeds for Halifax County, in place of Peter S. Hamilton, Esq.

The schr. *Saranac*, owned by R. J. & W. Hart, from Cienfuegos for this Port, with a cargo of new crop Molasses, went on shore at Portuguese Cove, on Thursday morning last, and through the night went to pieces; the crew narrowly escaped being drowned.—*Halifax Journal*.

The Sun says that had there been a steam tug in Halifax this vessel would undoubtedly have been saved.

P. E. ISLAND.—The Legislature of Prince Edward Island met on the 16th inst. Hon. John Wright, one of the members of the Legislative Council has resigned his seat in that body. A fire occurred at Charlottetown on the 15th, by which the "Victoria Hotel," the largest in the Island, with the greatest portion of its contents, was destroyed, as was a twostory house adjoining the hotel. Several other buildings were more or less injured. One of the local Societies of the Island is discussing the feasibility of a Railroad from Summerside to Charlottetown, and the discussion is attracting some attention.—*News*.

We understand information has been received in the City, by private telegram to one of our influential mercantile firms, that it is the intention of the Imperial Government to introduce a measure into Parliament, for the equalization of the timber duties, thus placing Baltic timber and deals, on the same footing as the produce of the British North American Colonies! So far as our deals are concerned, we are fearful this step, will for some time, check their consumption in the British Markets, and consequently lower prices; at the same time, we are hopeful, the trade will ultimately recover from the prostration induced by the change of policy; from the circumstance—first that vessels of a light draught of water can only be employed in navigating the Baltic; secondly that the value of logs in the Norwegian and Russian forests will be enhanced while the great distances in the interior of the countries, from which the manufactured article has to be conveyed to the seaboard, will in a considerable degree add to their first cost; and thirdly that our deals will soon find a demand for export from Great Britain, to foreign countries, from which they have been hitherto excluded, by the Baltic deals obtaining drawback on shipment; and thus being supplied to shippers at a lower price than the product of British North America!—*Courier*.

The suicide of Mrs. Day (Widow), at her daughter's residence, Coal Mines, Salmon River, is communicated to the *Telegraph*. She died by jumping from a window about fourteen feet from the ground on to a bed of ice. Previous to her death she had been unwell, and not in her right mind. An inquest held on the body on the 11th inst.

SUDDEN DEATH.—Mr. H. Sisson a Constable of this City, having occasion to go a few miles in the Country on Tuesday last, fell down dead at the door of a house which he had left a few moments before.—*Reporter*.

CANADIAN CREDIT.—The *Toronto Leader*, referring to the extraordinary fact that twenty-two millions sterling had been offered on Canadian Bonds says:—"While some of the oldest Governments of Europe are unable to borrow on any terms, the utmost anxiety has been shown by English capitalists to subscribe to the new Canadian loan. The Finance Minister asked £2,000,000 sterling, at five per cent, and within nine days the proffered subscriptions amounted to nearly twenty-two millions. This is one of the most remarkable facts in the whole history of national finance; and it shows how completely the credit of the Province has been sustained. It has been more than sustained; for at no former period have we seen anything like five per cent securities at three per cent premium. Some time ago Russia attempted to borrow in London and Paris, but the attempt was a failure, and the Emperor Alexander had to forego plans of internal improvement which had been projected, and which the loan was required to carry out. Russia, with a population and an extent of territory greater than those of any other country in Europe, could not get its paper admitted to discount on the London Exchange; while Canada is offered at a low rate, eight times as much as she requires. Austria, shivering on the brink of bankruptcy, is unable to borrow at any rate; and many other governments, both in Europe and America, are in little better plight. Even the Federal Government at Washington finds it necessary to pay six per cent when it borrows. It may obtain a small premium, but it has not yet proved its ability to borrow at five."

A terrific gale of wind which, in violence and disastrous effect, exceeded anything of the kind within the experience of years, swept over the Atlantic sea-board on Friday last. This City and the surrounding water were visited with extreme severity. Succeeding an almost entire calm on Saturday last, a sudden squall came up from the southwest about ten o'clock on that evening, which changed to the northwest about midnight, increasing almost to the force of a tornado of the tropics. The gale did not reach its height, however, until after sunrise, as it was between 7 and 9 o'clock that the principal damage was done.—The Public School No. 13, in Brooklyn, was partly prostrated, and afterwards took fire and was destroyed. Great numbers of public and private edifices were unroofed, among others that of the Catholic Half Orphan Asylum, in this city. Chimneys, signs and unfinished buildings were thrown down, vessels in the harbor and at their docks, were torn from their moorings, and many of them damaged or sunk at their wharves. The destruction of property by the hurricane must be extremely large, but no loss of life has been reported in this or the neighboring cities.—*N. Y. Chronicle*.

NEW YORK, Feb. 18.—Geo. Wilkes, editor of Wilkes' *Spirit of the Times*, sailed to-day for Europe in the City of Washington to report the Derby, and the fight for the Championship.

The drift ice is very plentiful and heavy. Most of the splits on the North river are full of ice, frozen fast. The steamships DeSoto and Nashville were obliged to have the assistance of the steam-tug *Huntress* to get to their berths.

MONTGOMERY, Ala., Feb. 18.—The Mobile Harbor bill has passed the Senate—it had previously passed the House. The bill assures a minimum depth of fifteen feet of water, from the bay to the wharf.

SAN FRANCISCO, Jan. 28, 5 P. M.—A concurrent resolution passed both Houses of the Legislature yesterday, appointing a joint committee to receive proposals for the permanent removal of the State capital from Sacramento to San Francisco or Oakland.