ENGLISH TOWNS.—"GOING AHEAD."

SUNDERLAND.

Last year the vend of coals at Sunderland was larger by far than in any previous year, and exceeded that of 1852 by 18,519 chaldrons; the number of chaldrons exported in 1853 having been 693,912. In 1853, also, 4,298 more tons of shipping were built than during any former year; and if we turn to the Customs receipts we find that they point to the same favourable conclusion. *We built 55 more ships, and 22,236 tons of shipping, than the builders of New York last year.* the excess of tonnage being actually more than that of the entire ships built on the Wear in 1843—a most significant fact, as showing the immense stride taken by Sunderland during the last ten years.—*Sunderland News.*

MIDDLESBRO'.

The number of cargoes loaded at Middlesbro' for foreign ports in 1853 has been considerably above five hundred and fifty—being nearly a hundred more than were loaded there in the previous year. They have consisted chiefly of coals and coke, manufactured iron, patent fuel, and pottery goods. The exportation of manufactured iron and patent fuel has considerably increased, and cargoes of both have been sent to all parts of the world. One ship of 1,682 tons, the largest that ever entered the Tees, loaded iron rails, &c., for the United States; and several large cargoes have also been sent round Cape Horn to Chili. New buildings are rising in almost every direction; still the demand for house accommodation keeps a-head of the supply. The new blast furnaces erected by Messrs. Bell and Co. are expected to be in operation in the course of a few days, and will add another and important establishment to Middlesbro', as they will give employment to a vast number of hands. Several cargoes of an interesting kind of cast-iron manufacture were also sent to Egypt. These consisted of a sort of large basin or pan intended for railway chairs, for the overland railway across the desert. When turned bottom up, they are expected to afford a firm foundation, even on that unstable soil, on which to place a railway that is to join the Mediterranean and the Red Sea, and unite us still more closely with the wonderful East.

BIRMINGHAM.

There is energy and life in the old land yet Australia and the States have not monopolised all the vigour and vitality of the age. The progress of Birmingham in population and extent, within the last fifty years, has few parallels, even in the new world. *Within the last half century, the town has almost tripled in magnitude*; and every year seems to increase its power of expansion and the energy of the community. During the first forty years of the century, the average increase was 608 houses, with about 3,000 of a population per annum; for the ten years ending 1851, the increase of houses was about 890 every year, with an annual augmentation of the population of nearly 5,000. The last two years, however, exhibit results of a far more extraordinary and gratifying character. For 15 months ending March last year, the increase in houses was 2,020, equivalent to an augmented population of nearly 15,000 persons in this brief space of time. The last year, taken altogether from the 1st of January to the 31st of December, 1853, shows that this expansion of the town—the result of manufacturing activity—is still going on. A return of the building plans registered for this period, according to the Improvement Act, shows that the borough is increasing at the rate of nearly 14,000 persons a year. This is exclusive of the multitudes of buildings springing up on every side in the suburbs, invading the agricultural districts of Warwick and Worcestershire on the one hand, and the great manufacturing localities of South Staffordshire on the other. If we were to include these, probably we should have to add to last year's doings another 1,000 dwellings and another 5,000 persons to the estimate given above. It is not, however, merely in material wealth that the vitality of the community is being developed. An Institute, which, in the beginning, will cost 20,000*l.*, has been willed; parks and pleasure grounds have been sanctioned; and a free library will speedily, we hope, be amongst our institutions; while, on every side, public improvements are being proceeded with, sanitary measures adopted, and a system of sewerage, which will cost 150,000*l.*, is in the course of construction—making Birmingham not only the cleanest, but the best drained and most healthy town in the kingdom.

NOTES ON COAL.

Coal, which at one time was considered to be almost confined to our own island, is now met with in almost every country and quarter of the globe. Our colonial possessions are rich in it, especially the British North American Provinces, Vancouver's Island, the Cape Colony, and Natal, Labuan, the East India Company's territories, and our Australasian possessions. From the coal mines in South Wales, 45,516 tons were obtained 1849, 71,216 in 1850, and 67,860 tons in 1851. On the Continent of Europe we find the fossil extensively distributed over Belgium, Prussia, Austria, Hungary, Bohemia, and Poland; Norway, Sweeden and Denmark; Russia, Spain, Portugal, Italy, and Switzerland. On the Asiatic Continent it is found in Turkey and Syria, Tartary and Persia, Nepaul, Assam, China, Japan, and most of the islands of the Eastern Archipelago. In many of parts of North and South America it is abundant. It may be procured in Cuba, and even in Greenland, and Several parts of the Arctic America. Anthracite coal is slowly working its way into more generenal use as a steam fuel. The objections to it are a want of lively combustion, the fusion of the ashes into an unmanageable sort of clinker, and the rapid destruction of the grate bars by the intense local heat. The advantage it offers are, freedom from smoke, closer stowage (a great recomendation in steam navigation,) and non-liability to spontaneous combustion. Twenty-five furnaces in the Vale of Swansea now use it to the extent of 70,000 tons annually, in the fabrication of iron alone. For gas-making it is in general estimation, and our own large beds and those of Pennsylvania are being drawn upon for the purpose.

The cannel coal of Wigan is said to yield 11,673 feet of gas per ton, while the coke produced from every ton weighs nearly 14 cwt. The supply obtained from our own beds is enormous, but the great extension of steam navigation, the increase of steam motive power, and the demand for coal for illuminating purposes, and even for fuel in many of our rapidly progressing colonies, in Africa, Australia, and the East, render the more general discovery of fossil fuel in those dependencies of immense importance to their successful progress. Fortunate, therefore, is it that coal has been discovered in our African settlements, in New South Wales, Port Phillip, Western Australia, Van Diemen's Land, and New Zealand; in Vancouver's Island, and Labuan. The East India Company have lately made diligent search throughout their vast territories, and with success in several places.

According to Mr. Taylor (*American Almanack*, 1851,) the area of coal formations in the United States is estimated to be 133,132 square miles. The Pennsylvania coal mines furnish annually upwards of 3,000,000 tons valued at 12,000,000 dollars. The present produce of the Union is about 4,500,000 tons, of which 2,750,000 are anthracite, and the remainder bituminous coal. In the State of Iowa is a coal field the entire area of which is said to be 20,000 square miles. The beds are about 100 feet in thickness, and, lying near the surface, are capable of being worked easily and at small expense. The British Provinces of Nova Scotia and New Brunswick are almost one entire coal field, and the quantity to be obtained is inexhaustible; 131,000 chaldrons of coal were sold at the mines in Nova Scotia and Cape Breton by the General Mining Association in 1848. Cannel coal, of a very good quality, is found in many parts of this field. The area of bituminous coal in British America is estimated at nearly 18,000 square miles.

France, Belgium, the Prussian States, and Austria produce about 13,000,000 tons annually. The produce of the French mines in 1841 was 3,410,200 tons, and in 1846 equal to 5,827,810 tons. Prussia in 1842, produced 760,000 tons, and Belgium, 1842, 2,250,000 tons. These amounts have since considerably increased.

The production of coal in the United Kingdom forms one of the most important items of our domestic and foreign commerce. The annual produce of coal here is about 50,000,000 tons from 51 coal fields. The consumption for domestic purposes by rent, and the manufacturing classes who are used by our steamers, forges, gas manufactories, or blast furnaces. The exports into the river Thames are upwards of 3,000,000 tons, of which one moiety is for the metropolis. The British coal trade employs a capital at least £20,000,000 sterling, and the value of the coal at the pit's mouth is about £11,000,000. From Newcastle 4,000,000 tons are annually shipped; from Sunderland 2,000,000, and from Stockton 1,000,000. Much is now sent from the collieries by rail; but, in all, 9,000,000 tons are shipped from the north coastwise to ports in Great Britain, and about 3,500,000 tons to the British colonies and foreign ports.—*Merchants' Magazine.*

The Chronicle.

Saint John, N.B., March 21, 1854.

Latest from England.

The only intelligence received on this continent from Europe, since our last publication, was received at New-York last night and is as follows:

NEW YORK, March 23d, 6 *P. M.*

Pacific arrived, dates to March 8th. No change whatever in complexion of war news. General news unimportant.

Cotton quiet—downward tendency. Breadstuffs—quotations; Western Canal flour, 30s.; Yellow Corn, 46s., White 47.

LATER AND IMPORTANT by TELEGRAPH THIS MORNING.

The London Morning Herald states that Kalafat had fallen, and the garrison massacred.

THE DUTY ON FLOUR, &c.—A difference of opinion exists as to the policy or expediency of continuing these duties, but we do not agree with our correspondent in that respect. We are of the opinion that it would be impolitic to take the duty off of American Flour—not at least until similar exactions are removed from Colonial produce entering the United States. Besides, we are in a fair way of having the railroad from the Gulf of St. Lawrence to the Bay of Fundy completed in the next summer, and Canadian flour, if we recollect right, was one of the heaviest items enumerated among the articles of traffic thereon. It would therefore not only be an act of suicidal policy in us to turn this vast trade to the United States, by assimilating the duties, but destroy that hope of an extensive inter-colonial trade to which these colonies are now looking forward. It is no argument in this case that Canada flour is of inferior quality or short weight, the same evil occurred to an enormous extent when the whole of our importations were from the United States, and is still practised there every day, often to great annoyance and loss to purchasers. In fact, they beat Canada in this particular, for in one large lot weighed in an American city a few days since, which averaged twenty pounds short weight one barrel was found to lack *fifty pounds* of its compliment! The duty on rye flour and corn meal, being only nominal, one shilling per barrel, it is scarce worth while to argue upon. Coming from the United States it is also a fair article for a light duty, and it is very questionable if the poor man (for whom our legislators seem so solicitous), would get it a shilling cheaper if the duty was taken off to-morrow. It is very probable that the importer is more anxious to have the small charge reduced than those who really pay the tax. Our Province has thriven beyond precedent during the last three years, and a great deal of the universal prosperity may well be attributed to the present protective tariff, and we cannot conceive it any reason why the duties should be abrogated because of the flourishing state of our public revenue. It is a sufficient reason that we should keep onward, and if our finances are happily doubled the next year, we have plenty of public objects on which the money might be well spent, such as substantial bridges throughout the country that would be a lasting benefit and ornament to the Province, and a credit to this generation. It may be here remarked, too, that public men in the United States have of late frequently referred to the general prosperity of these colonies, and they attribute it to the right cause—their inter-colonial policy, and a firm determination to "reciprocate" with the United States in laying on dollar for dollar and cent for cent with them in our Province tariff.—Our Province poor, we should indeed become despicable; and if we would have the Province known and thought as highly of as it deserves to be, nothing would tend to such a desirable acquisition so much as a flourishing revenue, and means at the disposal of our representatives to meet the public requirements. This is easier done by *indirect* than by *direct* taxation, and it is to be hoped that no attempt will be made by members of the Assembly to abrogate the duties spoken of. We reiterate our sentiments of a few weeks since that "England by protecting her merchants, artizans, and agriculturists, became wealthy; the United States prosper well under their prohibitory protective system; and we are of opinion it will likewise be an excellent panacea for nearly all complaints in this Province."

While on this subject, we hope the time is not distant when the public money will be wholly intrusted to Government, where all grants will be initiated, and thus dispose of more than half the peddling business and absurd and annoying petitions now brought before the House of Assembly. Not until then will we consider that we live in the days of Responsible Government.

CITY IMPROVEMENTS.—While measures are being taken to open a street from Church to Princess street, and a Bill already before the Legislature for that purpose, we understand a move is making to carry along a line of street from Princess to Duke street. The only obstacle standing at present is the large house of J. W. Ritchie, Esq., and this we learn he will remove and render all assistance in the contemplated improvement. The required ground is vacant to Duke street, Mr. Paddock having reserved a sufficient quantity of space in rear of his large brick hall for the purpose; and it would be desirable, if possible, to preserve this building entire, as it would otherwise be seriously damaged for the purposes it is intended. It is to be hoped that the narrow-minded lines of any one individual owner of the properties in question will not stand in the way of the measure being carried out; and that the proprietors will be able to settle among themselves on a matter so much to their interest.

While on this subject, we conceive that where parties find it to their advantage to open streets through or by their properties, the damages, if any, should be assessed wholly upon those who are benefitted thereby; that it is a matter with which the public generally have nothing to do; and an extreme wrong and hardship to tax the inhabitants in any other part of the city to obtain advantage which benefit the proprietors of such properties alone.

MILITIA GENERAL ORDER.—Fredericton, March 20, 1854.—His Excellency the Lieutenant Governor and Commander in Chief has been pleased to make the following Promotions:

New-Brunswick Yeomanry Cavalry.—Lieutenant W. C. Drury vice John H. Gray promoted.

George Sidney Smith, Gent. to be Cornet vice Colley left the Province.

Henry C. Saunders, Gent. to be Cornet vice T. F. Street resigned.

Francis Spencer B. Pagé, Gent. to be Cornet.

Queen's New Brunswick Rangers.—Major J. H. Gray to be Lieutenant Colonel vice Jarvis left the Province.

Captain W. Vail to be Major vice Gray promoted.

By Command,
R. HAYNE, Lt. Col., *A.G.M.*

GUREY'S LADY'S BOOK for March is just received. It is the richest number we have seen—superbly embellished, and containing a rich amount of literary matter and useful information on a variety of subjects.

SAINT PATRICK'S DAY.

This Society and its guests, numbering in all nearly one hundred, celebrated the festival by supping at the St. John Hotel. The room was decorated with national flags. Over the chair was the green banner of the Society, the Harp seventeen with Shamrocks, and the old legend *Erin go Brugh*. George Carvil, Esq., President of the Society was prevented from attending, by the death of a relative; and Moses H. Farley, Esq., the oldest member of the Society, was selected to take the chair. Mr. Robert Armstrong occupied his place as Vice-President. The President (J. M. Walker, Esq.) and Vice-President (A. Jardine Esq.) of the St. Andrew's Society were amongst the guests of the evening. An excellent Band was in attendance.

The following were the regular toasts on the occasion:—

1. The day and all who Honour it; Arn—*Saint Patrick's Day.*
2. The Queen, God bless her; *God Save the Queen.*
3. Prince Albert and the Royal Family; *Haste to the Wedding.*
4. The Army and Navy of Great Britain; *Duke of York's March & Rule Britannia.*
5. The Memory of our Illustrious Country-man, the late Duke of Wellington; *The Dead March.*
6. Our Respected Lieut-Governor, Sir Edmund Walker Head; *Garryowen.*
7. Lady Head and the Fair Daughters of New-Brunswick; *Cashlamacree.*
8. His Worship the Mayor and the Corporation of St. John; *Paddy-Carey.*
9. Our Sister Societies of St. George and Saint Andrew; *Roast Beef of Old England and Scottish Kale Brose.*
10. The Daughters of Erin—Fair and Affectionate; *Grimachree.*
11. Our Absent Members; *Auld Lang Syne.*
12. The Emigrant—May he here find a Home and may he never lose his Nationality; *Exile of Erin.*

Colonel Ormond responded on behalf of the army; John M. Walker, Esq., on behalf of the St. Andrew's Society; T. T. Hanford, Esq., on behalf of St. George's Society; A. M'Kenna Esq., and J. M. Walker on behalf of Lady Head and the fair daughters of New Brunswick; the Secretary, on behalf of the Irish ladies; Alderman Smith, on behalf of the Mayor and Corporation, &c., &c. The toasts were all prefaced by speeches, neat and appropriate, by the chairman, whose ability to discharge of the chair on such occasions is well known.

There were several volunteer toasts during the evening—the memory of Campbell, by John M. Walker, Esq.; the memory of Moore, by C. Watters, Esq.; the memory of Curran, Grattan, Emmett, O'Connell and other illustrious Irishmen, by Mr. John Dever; success to railroads in New Brunswick, by the chairman; the commerce and trade of St. John and the Province; Irish enterprize, as exemplified by the discovery of the North West passage by Commander M'Clure, by Mr. M'Shane; the union of Irishmen in this Province—perfect, cordial and enduring, by Mr. Anglin; our guests by Mr. Morrison, &c., &c.

Mr. Malone Raymond and several others sang some excellent songs, of course chiefly Irish. The speeches were in general short and good; the songs well chosen and well sung, and the hilarity unbounded. Every one exalted himself to the utmost to please and the efforts were eminently successful, for a pleasanter party has rarely assembled than that which thus celebrated the festival of the Irish Patron Saint.—*Freeman.*

A despatch from the Colonial Secretary was laid on the table of the Nova Scotia Assembly on Thursday last, stating that the Home Government had resolved in the event of hostilities with Russia, to extend their protection to the subjects of France, in the several dependencies of the Empire. The despatch directed the Lieut. Governor to exercise the authority of the Government for the same purpose when necessary.—*Witness.*

A similar despatch to the above named has been received in this Province, and printed in the last Royal Gazette for public information.

MECHANICS' INSTITUTE.—Last evening, the Rev. Mr. Lawson delivered the seventh and last lecture of the Moral Course. His subjects was, *The proper employment of Time*; and well was it treated. The audience was large, and we have no doubt the valuable lessons conveyed by the lecturer will exert a salutary impression upon many of the young who had the privilege of hearing them. The lectures at the Institute are now closed for the season; and we cannot look back upon both the Miscellaneous and Moral Courses, without feelings of unmingled satisfaction, and congratulating the Directors upon their success in procuring such a succession of useful and varied entertainments for the Members of the Institue.—*Obs.*

THE FIRST EMIGRANTS OF SEASON.—The packet-ship "Middleton," 996 tons, Delaney, master, sailed from Liverpool for this port on the 26th Feby., with 89 passengers, thus made up: men 36, women 17, boys 11, girls 18, infants 7.

A list of of these passengers can be seen at the Government Emigration Office, Custom House building.—*Nbkr.*

☞ A man named Smith, said to belong to Fredericton, was found dead somewhere in the vicinity of Kirk's Mill, Portland, on Saturday last. We understand he was seen in the mill a few days since enquiring for work.—*Times.*

On Sunday morning the shop of Potter & Co., Germain-street, was discovered to be on fire. The gas pipe, it appears, was either broken or cut off near the metre, and the gas by some unaccountable means set afloat. The flame quickly spread to the window fittings, and a valuable plate glass and some other articles were destroyed. The fire was quickly extinguished, but it seems difficult to understand how the fire originated.—*Freeman.*

The *Head Quarters* of Wednesday last makes the following announcement:—"Circumstances having deprived the proprietor of this paper of the services of Mr. Grigor, he is happy to announce that he has securd those of Professor d'Avery, of King's College, and that the Head Quarters will henceforth appear under his editorial management."

HAMPTON, (K. C.) March 6, 1854.

Mr. Editor,—At the late Quarter Sessions for King's County, the following Resolutions was passed by the Grand Jury:—

"*Resolved*,—That the proceedings of this Grand Jury do be published in three of the leading Newspapers in Saint John."

J. D. M. KEATOR, *Clerk.*

King's County, Quarter Sessions of the Peace,
March Term, 1854.

The Grand Jury beg to make the following General Presentment to the Court:—

The Jury have called before them the Clerk of the Court, and, from explanations given by him, and, from explanations given by him, and in consequence of the action taken by the Magistrates, independently of opinion expressed by the Grand Jury, relative to Accounts laid before them, have decided to return the Accounts *now* placed before them, *unopened*, into the hands of the Magistrates; and request that they will cause an accurate statement of the County affairs to be published in three Newspapers printed in the City of St. John, within three months from the date hereof.

The Jury have examined the Gaol, and find that the interior is clean and well kept; but that there are several window shutters off, as well as several panes of glass out of the windows in the criminal apartments, and request that the same may be replaced as soon as possible.

The Jury would also take this opportunity to express, as their decided conviction, that the adoption of Municipal Corporations would tend to the more satisfactory management of the County business.

[Signed] OLIVER HALLETT.
Grand Jury Rooms, March 7th, 1854.

FREDERICTON, March 20.—Thurgar's Brick Building, formerly Derby's, burnt down yesterday at 3 o'clock, a. m. with principal part of contents. The House was occupied by S. A. Akerly, as a hardware store.

Tredwell Smith's barn and back store, containing hay, oats and provisions was burnt at 10 o'clock last night. Nothing is known as to the origin of either fire. The firemen worked well, and to their exertions the safety of all the adjoining property may be attributed.

☞ The navigation is already commencing in the Upper Lakes of Canada.

COMMUNICATIONS.

THE TARIFF.

MR. EDITOR,—From the Journals of the House of Assembly, and from Mr. Hill's excellent Reports, your readers will have learned of the brief discussion which the Resolutions on "Ways and Means" have elicited. For my own part, Sir, though I am still, to the full extent, a firm supporter of the principles of Protection, I am not *in the* satisfied with the resolution by which our present Tariff is to be continued *for one year*. My reasons for this are various. It may unfortunately occur that, by the next election, a majority of Free-traders may be returned to the House, dissatisfied with our present protective tariff, and blind to the benefits which have accrued therefrom;—and when the "Ways and Means" are again under argument, such majority of Free-traders may abrogate materially, if not totally annihilate, the whole Tariff as at present existent. Therefore, while I admit and admire the principles by which the Hon. Surveyor General was evidently actuated, I do fully agree with the Hon. Mr. Gray, and assert that I think it would have been more beneficial to have "broken in" upon the present tariff, and to have fully re-enacted it, with some slight modifications. But it may be said that such a course would have proved dangerous. *I don't believe it!* There is in the present Assembly a firm band of protectionists, unwavering and stable, who still adhere to the Hons. Messrs. Gray and Wilmot, and who, however much they may differ on a minor point, under the materially altered circumstances of the case, would with those two talented leaders of the Protection party, rally with unanimity and determination, and confer on New Brunswick a tariff pre-eminent for the *protection of Provincial Mechanics and the encouragement of Domestic Manufactures.* Therefore, on this ground, I should have been pleased to have seen the Hon. Mr. Partelow's resolutions carried, not because I am "recreant" (!!!) to the benefit of a wholesome protection, but because I think "a bird in the hand is worth two in the bush," and that a House of Assembly of Protectionists *in existence*, is worth fifty *in prospective!* As to the subject of lessening the duty on Breadstuffs and Molasses, difference of opinion exists among Protectionists; but while they differ on this point, they conceive it a matter of comparatively trifling moment, and will soon, when duty calls, reconcile that difference and be ready for the contest on behalf of the principles of *the party, the whole party, and nothing but the party.*—I freely confess the cry of "Cheap Loaf," *when raised in Great Britain*, is a delusion, a humbug, a fallacy, a snare; but it must be remembered that a vast difference exists between the manufacturing capabilities of the First Nation of the Universe, and those of Young New Brunswick; and, with all due deference to the opinions of my brother protectionists, I cannot but admit that, in my opinion, until Canada Flour is manufactured with more care, in order to ensure purchasers that in cultivating a trade in Flour with Canadian millers they will not obtain *short weight and a sour article*, and until New Brunswick is better prepared than she is to-day to feed her own sons, it would be well, under these and other peculiar circumstances of the case, and the tremendously high price of Breadstuffs, to lessen materially the duty on American flour. I cannot conceive either, why we should all go in for the duty on Molasses, unless some incomparable genius has sprung a *Molasses Mine* in some of the woodland counties of this Province.—The true principle of Protection, as enunciated by the late Derby administration of Great Britain—as countenanced and supported by the leaders of the British protectionists—as, to a great extent, practised in the adjacent Republic, and which I firmly believe is the principle under which New Brunswick will thrive is—*Protection to what we can manufacture ourselves*, and not a blind system of taxing our people for that which New-Brunswick cannot produce, until (by railroads and internal developements) the Province is more extensively cultivated and enriched, or until a legal patent or act of incorporation is secured to some provincial "Molasses Mining and Manufacturing Company!" True, the tariff has worked admirably during the last four years (with a slight exception,) but the almost unprecedented state of the European flour market, and the present price of provisions here, almost heretofore unexemplied in the history of New Brunswick, call for Parliamentary interference in the matter for the relief of the people; and had Parliament interfered and "broken in," in accordance with the doctrines enunciated by the hon. Mr. Gray, upon the Revenue Bill, the protectionists could have carried just what they in their wisdom, after deliberation and private interviews, thought proper; and thus, once again firmly and permanently established a PROTECTIVE TARIFF, with all the *beauties*, but denuded of the *blemishes* of the present one. Such are my views, Sir. I express them not for the consideration of addle-headed demagogues, who "dressed in a little brief authority" vainly in their *boyish* ignorance and impertinence imagine that the master spirits of the protection party are to be *their* tools! nor yet for the benefit of Freetraders whose ignorance in the matter is only surpassed by that of the narrow-minded and penniless hangers on alluded to; but for the candid consideration of my fellow-protectionists, who will, I doubt not, maturely weigh the subject, without partiality and without angry recrimination. I am far from censuring the Hon. Surveyor General in the matter; his protective principles, like those of his honorable colleague in the Government, have been tried and proved; but I certainly do admire the far-seeing sagacity of the hon. Mr. Gray, manifested on this occasion in his evident determination to take honorable advantage of the hon. Mr. Partelow's political blindness, and to support, on that ground, his (Mr. P's) resolution to "break in" on the tariff; knowing that having done so, the protectionists would have immediately, in concert and with unanimity, rallied and rescued the tariff from Free Trade Ishmaelites, and subjected to the improvement of Protective amendments and modifications; for be it remembered, the body of Protectionists in the House to-day is *stronger* than when the party framed and carried into effect the present Revenue Bill.

Your obedient servant,
A STAUNCH PROTECTIONIST.

HOUSE OF ASSEMBLY,

From the New Brunswicker Correspondence.

FREDERICTON, March 21.

Yesterday, the hon. Provincial Secretary brought down several returns by command of his Excellency, and among them the Report of the government Directors on the St. Andrews and Quebec Railway, in answer to an address of the House.—Captain Robinson hinted that the Company had been scandalized, and moved that a Select Committee be appointed to investigate and report upon the allegations contained in the Report. He had some evidence to bring forward of a contrary nature, and it was but fair play to hear both sides.—At the request of Messrs. Partelow and Street, Captain Robinson consented to withdraw his motion until to-morrow.

Mr. Earle moved an address to his Excellency that the Governor and Council enter into agreement with Mr. Wm. J. Berton, and purchase back from him his right to minerals in Queen's County, now held by him under license from the Government. The Address sets forth, that while the license is in existence, the owners of the soil dare not dig coals, and that as the license extends over 27 square miles, embracing the best mining ground in Queen's, the Bill that passed the House a few days, authorising farmers to mine on their own lands, under a license, would be inoperative in Queen's, while, by a recent decision of the Supreme Court, the licence could not enter, and thus the Coal Mines in that County were effectually locked up. A debate followed, in which several hon. members took part, some supporting the motion, and others opposing on the ground that if this course was adopted, they must adopt the same course with all other licences, and would be called upon to pay a very large sum. The hon. members of the Government said it was a strange, unprecedented proceeding to call upon the Government to adopt this course upon the strength of an address, and that, were the Government called upon to act, one individual should not be singled out, but the measure should be general. Hon. Mr. Partelow advised the hon. mover to withdraw the resolution, and bring in a bill applicable to all cases of the kind.

The House went into Committee on the Codified Laws, and passed the chapter on Export duties on Lumber.

On motion of Mr. Hatfield, a bill was committed and passed, to incorporate the Society of Free Will Baptists.

The hon. Attorney General presented a petition from the High Sheriff of Carleton County, complaining that the Municipal Council of that county had refused to pay him for services he had performed under the direction of the Court, and praying that the Municipal Law may be altered. Mr. English said that there was a misunderstanding betwixt the Court of Sessions and the Council, in respect to their authority, respectively, in employing and paying the Sheriff. He thought if they had the Attorney General's opinion on the subject, there would be no difficulty. Mr. Connell said the Council was not to blame, and he thought the best way to prevent all future difficulties, was to make the office of Sheriff elective. Honorable Mr. Wilmot would never consent to that; the Sheriff of Carleton Co. had been miserably paid since the County had been incorporated. Hon. Mr. Partelow said the Sheriffs were all nearly starving.

On motion of Mr. Scoullar the House went in Committee and passed a Bill to extend the Act incorporating the Grand Falls Railway Company.

On motion of Captain Robinson, a Select Committee was appointed to examine and report upon the documents before the House in connection with the St. Andrews and Quebec Railway.

On motion of Mr. Boyd the House went into Committee of the whole on a bill to allow articles imported for the fisheries to enter Grand Manan duty free. Hon. Mr. Partelow said this was the same bill that was brought in once or twice before, to make Grand Manan a free port, only the title was altered. He feared it would make the Island a depot for smuggling, and therefore moved the postponement of the bill for three months. The motion was carried 14 to 10.

The House again went in Committee on the codified Laws, and got through with the chapter on Marriage, and several other chapters. By the Marriage Act, the Governor will still have power to appoint Commissioners to solemnize marriage, and the 18th section, making every marriage legal whether performed in a formal or informal manner—by an authorised or unauthorised person—is struck out.

Hon. Mr. Partelow entered on the Supply Book a grant to the Governor not exceeding £2000, for the purpose of buying up mining licences.

FREDERICTON, March, 22.

This morning the House of Assembly were engaged in committee of the whole on the Bill to amend the acts for facilitating the operations of the European and North American Railway Company. The Bill, after a good deal of debate, was agreed to in strict accordance with the report of the select committee to whom the subject was referred.

The report of the Law Commission was then taken up and one chapter passed. A most amusing debate—the lawyers *vs.* the magistrates occurred, about passing a section making the judgement of one magistrate and three jurors final, and without appeal. At this section progress was reported.

House adjourned at 5 1-4 o'clock.

FREDERICTON, March 23.

The principal subject which occupied the House during the early part of to-day, was the reconsideration of the Bill to facilitate the erection of the European and North American Railway, which had been agreed to on the previous evening, and was opposed on its being brought up for a third reading, as engrossed. The Bill after a long debate, was recommitted and passed with some amendments.

The House was in Supply during the latter part of the day, and passed the claim of Mr. Boyd for expences incurred in the disputed election.

FROM THE JOURNALS.

The Honorable Mr. Gray, by leave, presented a Petition from the Rector, Church Wardens and Vestry of Trinity Church, in the City of Saint John, praying that an act may pass investing the Laity with certain rights as respects the presentation and induction to vacant Benefices; which he read. Ordered, That the said Petition be received and lie on the Table.

Mr. Taylor, by leave, presented a Petition from John Goddard, Joseph Pollard, Elbridge Dunn, John M'Clusky, John S. Gilman, and three hundred and twenty others, Merchants and operators in Lumber on the Arestook, in the State of Maine, praying that no Act may pass to renew the Charter of the Arestook Boom Company; which he read. Ordered, That the said Petition be received and lie on the Table.

Mr. Scoullar then moved for leave to bring in a Bill to prevent the importation, manufacture and traffic in intoxicating liquors. Leave granted.—The said Bill was brought in and read a first time.

Mr. Gilbert, by leave, presented the following Petitions:—From James Miles, Esq., and ninety others, inhabitants of the County of York: From Henry Fisher, Junior, and forty five others, of the Parish of New Maryland, in the same County; and from Nathaniel Hubbard, Calvin L. Hatheway, Charles F. Street, Esquires, and seventy seven others, of the County of Sunbury; Praying that an Act may pass incorporating the Loyal Orange Institution of the Province of New Brunswick; which he severally read. Ordered, That the said Petitions be received and lie on the Table.

English Extracts.

The departure of the Scotch Fusileer Guards was quite a scene. At eight o'clock in the morning, in accordance with her Majesty's desire, the regiment marched past the palace. The Queen and her family appeared on the balcony and waved them farewell, the band striking up the National Anthem. Thousands of spectators accompanied the men to the railway station, and the same demonstrations of popular favour were accorded to them as were offered to the Grenadiers. Gossips in May Fair say that the Queen dropped her handkerchief as the regiment passed, and that the Duke of Cambridge picked it up and attached it to the colors.

Tuesday Lord Aberdeen intimated to the House of Lords that the Militia force of England will be raised from 80,000 to 100,000 men; that 30,000 will be embodied for the defence of Ireland; and 10,000 enrolled for service in Scotland.

Sir H. Seymour, British Ambassador to St. Petersburg, arrived with his family at Berlin, en route to London.

The Russian frigates at Trieste had taken refuge in the inner harbour, where the English frigates were watching, but could not reach them.

THE ENGLISH AND FRENCH FLEETS.—Although we cannot say that it is a positive fact, we have strong grounds for believing that the Baltic fleets of England and France will assemble at Spithead and be inspected by the Queen prior to their sailing for the North. It was at first intended that the English fleet should assemble in the Downs, but we are led to believe that Spithead has now been determined on, and there is the strongest probability that the French fleet will join the British men-of-war in our magnificent roadstead.—In this case there will be presented a spectacle totally unprecedented in the history of this or any other country.

The Carbine Rifles for Minie balls have been served out to the batteries under orders for foreign service. The new arm is a remarkable piece of workmanship, and is about three feet six inches in length, including the stock and barrel, with a light, although substantially finished, percussion lock. The wood of the stock is not stained, but left of the natural color of elm, and polished. The barrel has three grooves in the bore, and the outside has the fine dark blue tinge of the mainspring of a watch, and, being highly finished, has a very elegant appearance. At the breech of the barrel a sighting sight is placed, which will enable the gunner to take correct aim up to 800 yards, and fire with the greatest accuracy at that long range compared with the range of old "Brown Bess," although the new arm (so far as weight is concerned) is a plaything compared with the old musket of the land service. Instead of a bayonet the gunner is supplied with a sword of about two feet long, exclusive of the brass handle, which he carries in a neat steel scabbard. By a contrivance in the handle, it can be attached to the carbine to serve as a bayonet, and this forms a weapon of defence five feet six inches in length. The sword has a double edge about eight inches from the back, and must prove a formidable instrument of war in the hands of an active soldier. The pouch is a great improvement on the former cumbrous affair, which was very annoying to the man who carried it, but such as they measured and dismounted from their seats on the limbers. The new pouch, however, is convenient, comfortable and neat, and will hold about 30 rounds of cartridges and rags, similar to those used by the Rifle Brigade, in the hollow of the pack, to which it has been added, and which adjusted by the time passing over the left shoulder, and under the right arm. The belt is of the natural color of the leather, and the last vestige of pipeclay is now banished from the artillery branch of our land forces.—*Woolwich Gazette.*

WOOLWICH, Feb. 14.—An order was received here to-day from the Admiralty, to make a return immediately of every pensioner serving in the Dockyard, distinguishing those who have served as Seamen and Marines; and it is supposed they will be called upon to serve afloat, as they would be found highly useful in instructing and bringing forward by their good example the numerous landsmen now entering the Service.

Orders have been received at Woolwich dockyard to prepare for launching the *Royal Albert*, 131, screw steam-ship, on Saturday the 15th of April next, the day after Good Friday. Her Majesty, Prince Albert, and several of the junior members of the Royal Family will be present on the occasion, and the ceremony of christening that splendid specimen of naval architecture will be performed by the Princess Royal. The Royal Albert is now in so advanced a state as to be an object of great attraction to the visitors to Woolwich Dockyard.—*Gazette.*

FEB. 22.—76,000 rounds of ball cartridges left the Royal Arsenal to-day for Southampton, for the use of the Guards, and an order has been received to have 6,000,000 ball cartridges ready packed for being sent to the East within the next fortnight. In order to complete the supply required within the time specified, upwards of 100 boys have been taken on to work at them, and every building in the Laboratory being till occupied in preparing the munitions of war, tents have been put in the Square, and hundreds are daily at work under them in making up ball cartridges for the Services.

Some idea may be formed of the resources of the works in the Royal Arsenal when it is stated that Mr. Anderson's admirable self-acting machine for making Minie balls in a perfect state ready for use to the extent of three tons' weight per day.—*Woolwich Gazette.*

It may, perhaps, serve as a salutary check upon that impulsive enthusiasm with which people are too apt to regard the commencement of a war if we draw attention for a moment to one feature of the arrangements connected with the present expedition. The medical stores requisite have been provided partly from Apothecaries' hall, and partly from the well-known firm of Savory and Sons, in new Bond-street. The latter have supplied 12 large medicine chests and 30 panniers, to be carried on mules and donkeys, and neatly packed with every description of medical and surgical appliance. Among the items included are 1,000lb. of lint, 1,000lb. of tow, 200 old sheets, and 1,000 yards of adhesive plaister. It took four waggons to convey Messrs. Savory's part of the medical stores to the Tower. No doubt the drugs are of unexceptionable quality, the chests and panniers arranged in the most convenient way for the emergencies of medical practice in the Camp, the splints and other mechanical auxiliaries to the healing art vast improvements upon what were in use during the last war; but those who get very enthusiastic about prospective Military operations on the Danube would do well to remember the 1,000 yards of adhesive plaister and the bales of lint which form a necessary part of the expedition.—*Ib.*

The whole subject of National Education in Ireland will be probably be referred to a Committee of the House of Lords in the present session of Parliment.—*Observer.*

THE REPRESENTATION OF WINDSOR.—Within the last few days Lord Charles Wellesley, one of the members for this borough, has intimated to his leading supporters that he is about to resign his seat, on the ground of ill health. It is understood that his lordship's eyesight is seriously affected. And that it has been deemed desirable that he should undergo an operation for cataract.

THE CONSERVATIVE PARTY.—A considerable number of the members of the House of Commons met Mr. Disraeli on Saturday, to consult upon the course which should be pursued by them in the present condition of affairs. It is understood that the result of the conference was most satisfactory. The Conservative party will not offer any factious opposition to the Government, but will anxiously watch the conduct of the administration, following the course demonstrated by Lord Derby in the House of Peers on Friday night.—*Morning Herald.*

ENCOURAGEMENT TO NATIVE TALENT.—We are informed, on undoubted authority, that her Majesty has commanded a bust of herself and of his H. H. H. Prince Albert to be executed, which are intended to be placed at Mount Anville, in commemoration of her Majesty's and the Prince's visit to William Dargan. The artist who has recieved the order is our hitherto successful countryman, Mr J. E. Jones. The *Court Circular* has stated that Mr. Jones has already had the honor of several sittings from her Majesty and her Royal consort at Windsor, and we hear that his works are progressing so satisfactorily that they have recieved very flattering notice of approval from the Royal lips. The delicacy and propriety of the intended compliment to Mr. Dargan, as well as the encouragement thus given to native talent, cannot be too much commended. Such acts as those must endear her Majesty and her Royal Consort, if possible, more and more to her Irish subjects.—*Irish paper.*

THE MISSING SHIPS.—Fears are entertained that the packet ships Waterloo and Leviathan, which sailed from New York for Liverpool on the 19th of December, and not since heard from, have been lost at sea. The Waterloo was a fine vessel of 1000 tonns, owned by Kermit & Carew of New York,