SALARIES OF PUBLIC OFFICERS IN FRANCE.—By a decree of the president of the republic the salaries of the members of the council of state are fixed as follows:—Vice-president, 18,000 francs; presidents de section, 15,000f.; councillors of state, 12,000f.; matre des requests, 6,000f.; secretary-general, 12,000f. By the same decree the salaries of the first president of the Court of Cessation is fixed at 20,000f.; the presidents de chambre and first avocats-general each 15,000f.; and the councillors and avocats-generaux each 12,000f.

The cost of the Dublin police is estimated at £70,000 a year, towards which only £20,000 is collected, the rest being defrayed by government.

AWFUL DEATH.—It is with a feeling approaching to horror that we announce the death of James St. Lawrence, Esq., inspector of revenue police, under circumstances truly terrible. It appears that in administering a dose of physic to a glandered horse, the virus of the disease was communicated, and Mr. Lawrence took it. He died in indiscribable agonies: the flesh fell from his bones, and his eyes dropped out. Nothing more appalling could be conceived than his appearance. The feelings of his wife, children and friends, can be understood.—(Sligo Champion.)

DEATH OF THE EARL OF BUCKINGHAMSHIRE.—We have to announce the death of the Earl of Buckinghamshire, which took place on the 1st instant. The deceased Earl was in the 60th year of his age. He has left no issue. The title descends to the Hon. and Rev. Augustus Edward Hobart, Prebendary of Wolverhampton, brother of the late Peer.

The artillery of the National Guards is to be dissolved. The same corps was broken up by Louis Philippe in consequence of its ultra Republicanism.

LAUNCH OF THE FLOATING RAILWAY.—The launch of this vessel for ferrying the trains over the Frith of Forth took place on Tuesday afternoon, Feb. 6, at Messrs. R. Napiers shipbuilding yard, near Glasgow. The operation excited considerable interest, more particularly as the vessel was built "broadside," and not in the usual manner with her bow or stern to the river, it being conceived that, owing to the elevation of the ground above the high water level of the Clyde, the launch of the vessel could be more easily effected. The signal being given, the blocks were removed, and the stopper ropes cut, when the vessel, 170 feet long on deck, by 36 wide between the paddles and 10 feet deep, strongly framed and plated to sustain the great weight of a train of loaded trucks, glided with a gently increasing velocity to the end of the ways, fell 2½ feet to the river, gave two or three heavy rolls, and then drifted into the centre of the stream, and was towed to the Broomielaw, where she received her machinery. Her engine is 56 inch cylinder, and 3 feet 6 inch stroke, working each paddle. A chimney on each side allows a clear space in the centre for three trucks loaded abreast, and the captain stands above them, between the paddles, to steer either end foremost. The vessel is of iron, ribbed; the plates on the bottom, being half an inch thick.—*The Times.*

JEWISH DISABILITIES' BILL.

HOUSE OF COMMONS

Lord John Russel then, in a speech of historical details, and after referring to the bill passed last session, by the Commons for relieving her Majesy's Jewish subjects from their disabilities, moved for a committee of the whole House on the subject of parliamentary oaths; the noble lord intimating his intention of proposing an alteration in the form of the oath of supremacy, which would be as follows:—

I, A. B., do swear that I will be faithful and bear true allegiance to Her Majesty Queen Victoria, and that I will maintain the succession of the crown as established by an act, intituled "an act for the further limitation of the crown and better securing the rights and liberties of the subject;" and that I do not believe that the Pope of Rome or any other foreign prince, prelate, person, state, or potentate, hath or ought to have any temporal or civil jurisdiction, authority or power within this realm, and that I will defend to the utmost of my power the settlement of property within this realm, as established by the laws. And I do make this recognition, declaration, and promise, heartily, willingly, and truly, so help me God.

That was the precise form of oath he proposed, omitting altogether in the form for the Jew the words "on the true faith of a Christian," but those words in the oaths of others would still be retained. As the oaths taken by Roman Catholics had been so recently settled, he did not contemplate any alteration in that respect.

Mr. Goulburn hoped the House would carefully consider the effect of the proposed measure, and if they agreed that the introduction of the Jews into that branch of the Legislature would be derogatory to the assembly and destructive to its influence, they would carefully consider the question whether the alteration of the terms of the oath might not be such as to diminish the sense of its obligation on the part of those persons.

AGRICULTURAL DISTRESS.—On the 22nd Mr. Disreali give notice that on Thursday, the 8th March, he would call the attention of the House to the present condition of the agricultural interest, with a view to the more equitable apportionment of the taxation to which it is subject.

Probincial Legislature.

[*Reported by Mr. Thomas Hill.*]

HOUSE OF ASSEMBLY,

WEDNESDAY, March 7th.

This morning the House went in Committee and made considerable progress on a Bill to consolidate the criminal laws. After which it resolved itself into Committee of the whole on the Revenue Bill; Mr. Hayward in the Chair. It appeared that the Select Committee appointed to prepare the Bill had agreed upon the several specific duties, and the propositions (the first named sum given in the following report) emanated from the hon. Mr. Partelow, Chairman of the Committee.

CATTLE: *two pounds per head.* Mr. Boyd proposed 10s; upon which the House divided, and it was negatived The original motion was then carried.

CHEESE: 9s 4d. *per cwt.* Mr. Boyd moved 6s. This was lost. The Committee then divided on the original motion, *Ayes* 14, *Nays* 11; and therefore carried.

COFFEE: 1½d. per lb. One penny was moved as an amendment and lost. The original motion was then sustained.

FRUITS, *dry, per cwt.* 9s 4d. Mr. Boyd would ask the hon. Secretary, why he did not fix the duty at so much on every 100 lbs.? It was an article which came in boxes of 25 lbs, and if the duty was fixed at so much per cwt., the officers of the Customs would be troubled *to count the parts.* (Laughter).

Hon. Mr. Partelow.—Why, nine shillings and four pence per cwt. is a penny a pound!

Mr. BOYD.—The hon. Secretary does not understand me. Why can't the duty be levied by the 100 lbs? Then the officers would have nothing to do, but take the one-fourth of the sum for a box of 25 pounds. (More laughter).

Hon. Mr. PARTELOW.—Why what's the difference? At nine shillings and four pence per cwt. a box of twenty five pounds is two shillings and a penny!

Mr. BOYD.—I can tell the hon. Secretary that there is a difference. If the duty is fixed at so much per cwt., the officers will be troubled to count the parts on every 25 pounds. (Roars of laughter).

Hon. Mr. PARTELOW.—I tell the hon. member once more, that nine shillings and four pence per cwt. is one penny a pound; a box of 14½ lbs. would be fourteen pence half penny; a box of 25 lbs. twenty three pence, and so on. (Tremendous laughter from all parts of the House including the Lobby and Gallery, amidst which Mr. Boyd sat down grumbling.

LEATHER, 2½d per lb. Mr. Boyd proposed 1½d. Mr. Brown said he would go for 2d per lb. when on the Select Committee he considered 2½d too high.

Mr. R. D. WILMOT.—When on the Select Committee we differed betwixt 2d and 3d, and as a compromise we agreed to split the difference and go for 2½d. I am astonished at the hon. member, as every member of the Select Committee agreed to sustain our arrangement in Committee of the whole; and although the duties do not in all cases agree with my ideas, I shall stick to my agreement.

Mr. BROWN.—We did not exactly agree on *Leather*; [Laughter].

The original motion was carried.

SALTED MEATS, 4s 8d. *per cwt.* There was considerable debate upon this question, some hon. members arguing that the duty should be lower to favour the lumbering interests, and others that it should be higher, to protect the farming interests.

Mr. BOYD, Mr. RITCHIE, and Mr. BARBERIE contended that this duty bore hard on the shipping interests, as the beef and pork raised in the Province was neither fed nor packed fit to take to sea.

Mr. R. D. WILMOT said that if this Province could raise anything at all, it was beef and pork, for which the soil was admirably adapted.

Mr. JOHN EARLE said he wondered to hear the hon. member for St. John (Mr. Ritchie) opposing this duty, after all his professions in favour of the agricultural interests. A moderate protection to farmers would do far more good than the Model Farm the hon. gentleman had spoken about some time since; and if farmers were protected they would very soon let the people see that they could raise as good beef and pork here as elsewhere, and in sufficient quantities to supply the home demand.

An amendment was moved of 2s. 6d. per cwt., which was negatived 17 to 11; the original motion was then carried.

MOLASSES, 2½d *per gallon.* An amendment was proposed of 2d pot gallon, and after some debate it was carried.

SUGAR (refined in loaves) 1½d per lb. Carried without opposition.

CRUSHED SUGAR,—Carried at six shillings per cwt.

BRANDY, 2s. 4d. *per gallon.* An attempt was made to impose a higher duty, which failed and the original motion was sustained.

RUM *and other liquors*, 1s. 6d per gallon.—Carried without opposition.

WINE, 2s. *per gallon, and* 10 *per cent., ad valorem.* A debate of some length ensued, and Mr. J. Earle proposed 3s. per gallon, and 10 per cent. The amendment was negatived by a division of 11 and 16. A motion was then made of 2s. 6d. per gallon, and 10 per cent. *ad valorem*, which was carried by a division of 23 to 6.

The Committee then arose and reported progress.

Friday, March 9.

This morning B. Ansley, Esq., the new member for St. John, took the oath, and was introduced, and took his seat.

The House again went in Committee on the Revenue Bill.

Hon. Mr. PARTELOW observed that the Committee had got through with all the articles upon which it was proposed to impose specific duties, with the exception of Wheat Flour; he therefore moved that the word "Flour" be inserted in the Bill, after which he should move that the blank be filled up with two shillings per barrel.

Mr. WARK observed that 1s. 3d. per barrel would afford fair protection to the millers, but in order to approach the original motion as nearly as possible, he should move that the blank be filled up with 1s 6d. The Committee should recollect that this duty was not included in the estimate submitted to them by the hon. Secretary, whereby he proposed to raise a revenue of £100,000; all the duties collected from this source would therefore be over and above that amount.

Mr. CARMAN hoped they would impose such duties, as were required for revenue purposes, and not for protection. Would they protect the millers at the expense of every other person in the Province? If protection was to be the motive for imposing duties, let the Select Committee avow it, and then let them protect all classes alike.—Flour was necessary article of food, and the people could not do without it; he knew that he should be told that the people could eat rye or corn meal, or other coarse bread stuffs, but it was not economical to do so, as flour was the cheapest food. Let them look back to the year 1847, and they would find that about 200,000 barrels had been imported in one year. But some hon. members would say, "Oh, you can bring in from Canada duty free!" He did not think so, for if duty should be imposed on foreign flour it would be the very means, in his opinion, of destroying the intercolonial trade Bill; for the other sections of the Province would immediately complain that the section bordering on the Gulf of St Lawrence would be placed in a favoured position, as they would have flour free of duty, whilst others would have to pay the tax. And if Canada flour should be still subjected to duty, that country would retaliate by taxing our fish. He should move that flour be admitted duty free, and would divide the Committee upon it. (Hon. Mr. Partelow—"How do you propose to raise a revenue?") How! why he (Mr. Carman) maintained that—taking an average year of business, say 1847, for their guide—the specific duties already fixed, and five per cent *ad valorem* upon the other articles proposed to be taxed, would yield a revenue of £90,000; and that he considered quite large enough; (laughter). As for the Select Committee they had not treated the House fairly; they had been appointed to prepare and report a revenue Bill, but the Bill they had laid before the House was nothing but a skeleton, and they kept back all knowledge of the schedule they had agreed upon, until the articles came up one by one when in Committee of the whole. This was decidedly unfair; they should have submitted their schedule to the House, so that other hon. members might have prepared themselves.

Mr. BOYD contended that there should be no tax upon bread. It was time they imitated the wisdom of the Mother country in this respect. At 2s. per barrel duty the miller profited 13s 9d. on every barrel he ground. (Cries of "Oh!" and laughter). If they wanted revenue let them impose a duty on Coals; that would realize half the amount they got by flour. In Charlottee County it was impossible the duty could be collected.—The farmers were obliged to take whatever they had to sell over on the American side, and they received flour for their own use in exchange.—(Mr. Barberie.—Then you *do* smuggle?) They could not help it. The people lived along the coast, and without having any desire to smuggle, they could not help it, as they were obliged to procure their flour on the American side, and living so far as they did from the port of entry, how could they go there in their boats to enter it? It was impossible,—it was worth more than the price of the flour to do it. However, if the Committee were determined to make flour contribute toward the revenue, let the duty be low, and the receipts would be about the same, as every one would then enter his flour and pay the duty. If the proposition of the Select Committee was sustained, he should move a duty of six pence per bushel on wheat. This would put the two upon an equal footing. But he would caution the Committee against any duty on breadstuffs; they should not raise a large revenue to squander.

Dr. EARLE spoke to some length in favour of protection. He admitted that he should hesitate about imposing a tax upon breadstuff at the present crisis, if it would make bread come higher to the consumer; but it had been proved that by admitting wheat duty free, and imposing a duty on flour, the article had been kept at a lower rate than in Nova Scotia, where flour was admitted duty free.

Hon. Mr. PARTELOW entered into some explanations as to the amount of revenue likely to be required, and how it should be made up, &c.

Mr. R. D. WILMOT said they had listened to a great tirade against Millers from the hon. member for Charlotte, who had informed them that Charlotte was suffering, and could not pay the duties on flour, &c.; but he (Mr. W.) would inform that hon. gentleman that Charlotte once sent protectionists to that House, and that the County then flourished, but had gone down, growing poorer and poorer with the reduction of duties. [Hear, hear]. He had stated when in Committee on Ways and Means, that flour was cheaper at Saint John last year than it was at Eastport, and he was now prepared to prove it. [Here the hon. member read a letter he had received from Eastport in August last, corroborative of his assertion].—The hon. member for Charlotte had deprecated the practice of raising a large revenue to squander, but now would it be when they went in Committee of Supply? Would he then remember his economy? No; it would be another story then; for there were no members in that House who would ask for more grants than the members for Charlotte. (Hear, hear). The hon. member had asserted that the millers realized a profit of 13s 9d on a barrel of flour. To do this, at the rate flour had been selling at in St. John, they must have procured their wheat (including freight) at 3s per bushel; and would any man in his senses believe that? He could assure the Committee that the millers for the last year, generally speaking, had realized no profit at all. This Province abounded in water power, and there were a number of mills in existence, and was it not best to encourage home labour? He would take it for a maxim that when they were obliged to import any article in this Province, it was good economy to procure as much for their money as possible.—Now the same money that would purchase 196 lbs. of flour would purchase 300 lbs. of wheat; why, then, should they admit flour duty free, giving employment to American Coopers, &c., and encouraging American millers instead of their own? There was no duties upon the coarser kinds of bread stuffs in this Province, which the poor to a great extent consumed. Now he would call the attention of the Committee to Corn Meal. In Philadelphia that article could be procured for two dollars and sixty-two and a half cents per barrel, while in St. John it was selling for $5 per barrel? This would show them the amount of profit charged by the importer, when they encountered no opposition from the millers. [Hear, hear]. His principle was to encourage home industry; and everything they protected became cheaper in consequence. He would defy any hon. member to point out one article they had protected in this Province, but was thereby reduced in price. The hon. member had recommended them to follow the example of England, but what had free trade done for that country?—It had brought her to a state of financial distress which was unparallelled. Other nations had refused to reciprocate with her, but had poured in their products, and drained off her gold! While our own imports from the Mother Country had fallen off, for we were unable to purchase in consequence of England being unable to purchase our staple article of export, England had injured her Colonies by her free trade policy, and if she continued to treat them as foreign countries, it must inevitably lead to the dismemberment of the Empire. But he rejoiced to perceive symptoms of re-action of public opinion in England, in Canada, and elsewhere, and he had recently been informed that the Nova Scotian Legislature, seeing that flour was cheaper in St. John than in Halifax was about to follow our example, and levy a duty upon flour.

Mr. STREET made a long and able speech in favour of protection generally. He said that this country was better adapted to the growth of oats, and other grain than wheat, and that encouragement should be given to whatever could be produced to best advantage. That wheat flour was not a necessary article of food, as those sections of Europe where wheaten bread was seldom tasted, produced the most hearty and robust men. He therefore considered flour a luxury, and a legitimate article for taxation; and the revenue derived from it was sent back to the country, and expended in roads, &c., being therefore subtracted from the pockets of the rich, and spent among the poor.

Hon Mr. HANNINGTON said wheat flour was an article which would well bear a duty. The poor people used other bread stuffs to a very great extent, as was shown by the returns of last year, the importation of flour having increased, while the importation of corn meal, &c. had decreased. Now all bread stuffs but wheat flour was admitted duty free, and if he was actuated by a desire to protect the farmers, and cared nothing about the price of bread to the poor, he should go for imposing a duty on all bread stuffs. He was conscious this duty bore hard on Charlotte County, from its peculiar situation, and would exempt her from the operation of this part of the Bill were it possible, but that could not be done.

Mr. BROWN said that while complaints were heard that the people were suffering for the common necessaries of life in other sections of the Province, no complaint of the kind was heard from Charlotte. The reason was, that the people there were industrious, and sawed up hemlock logs, &c., and made them into shinglers. These they could not sell on the British side, but took them over on the American side, and exchanged for flour; and that was the way in which they got their bread. Now these people were scattered along the coast, many miles from a port of entry, and as they crossed over in their open boats, was it not a hardship to compel them to go so far out of their way to enter a barrel or two of flour? Besides it often happened that it was quite impossible for them to do so, in consequence of head winds. Hon. members had laughed at a petition brought in this session by his hon colleague, from two men whose flour had been seized, but it was nevertheless a great hardship that those men should lose their flour and their team, just because they could not go to the Custom House in their open boat with a head wind. The people of Charlotte had implored him and his colleagues to endeavour to abolish the duty on flour, for no matter how low the duty might be fixed it was impossible they could go to the Custom House and enter their flour.

(We are obliged for want of space to omit the speeches of Messrs. Thompson, Woodward, Porter, and Taylor, which here followed in succession.)

Mr SMITH said he was willing a clause should be inserted to omit Charlotte County from this duty, provided she should also consent to be omitted on the Supply Bill. (Laughter.) But he did not think it right that the other sections of the Province should be taxed for her benefit.

The Committee then divided upon the word "Flour" being inserted, which was decided in the affirmative, by a division of 22 to 11. Hon Mr Partelow then moved that the blank be filled up with 2s 0d: Mr. Ritchie moved 1s 6d as an amendment; this was negatived, only three hon members supporting it; the original motion was then carried by a division of 19 to 14.

Dr. THORBURN then moved that the word "wheat" be inserted in the Bill.

Mr. R. D. WILMOT said he was glad to see the philanthrophy of the free traders exposed. They had opposed the duty on flour, while crying out for cheap bread, although he had shown them that flour was cheaper in consequence of the duty.—But now they had proposed duty on wheat, determined that flour *should* be dearer—that there should be no escape.

Mr. PORTER said the hon. member was glad that he had got his two shillings per barrel duty on flour fixed; and no doubt he was now counting in anticipation the money he would clear by his mills the ensuing season: (Laughter).

After some further discussion the motion was rejected by a very large majority. The Committee then rose and reported progress.

Mr. RITCHIE presented a petition praying aid in favour of the st. John and Shediac Railway. He stated that a very respectable Delegation had arrived from st. John with the petition, and he moved that a Select Committee be appointed to whom the petition should be referred, and by whom the Delegation might be heard. After this question had been briefly discussed, a Committee of eleven was appointed.

The house then went in committee on a Bill (sent down from the Council) to repeal the Bankrupt Law. The speakers in favour of the Bill were hon Mr. Hannington, and Messrs. Ritchie, Street, Gilbert and Boyd; Gilbert and Boyd; in opposition hon. Messrs. Partelow, Wilmot, and Fisher, and Messrs. Woodward, R. D. Wilmot and Tibbits. But as several hon members declared their wish to have further time for consideration, and as this induced the committee to report progress, and the Bill will come up again, we shall not transcribe our notes of this debate.

Saturday March 10.

In consequence of most of the members being engaged this morning, listening to the addresses in favour of the st. John and Shediac Railway, by the members of the Delegation, the house did not open until a late hour, and there was no debate.

Monday, March 12.

[When we entered the House this morning, the St. Andrews Railway Scrip Bill was under discussion, and Mr. Street in the act of speaking.]

Mr. STREET said the House should first consider what encouragement the Province could hold out to Railways, and then, if they could encourage but one, decide what road was likely to be most beneficial to the public. He was not prepared to say whether they could support more than one road or not, but if it should be decided that they would support but one Railway, he would ask if it would be right for them to abandon a line they had already encouraged, and adopt a new one? He thought not: it was his opinion that they should encourage a line for which the Company was already formed, and the stock subscribed. This line was also commenced, and a considerable amount had been expended. Owing to the present monetary crisis the money could not now be raised, hence the application, but they had offered the best possible pledge to the Province, namely the whole line itself. This he considered good security. There was no doubt but a vast amount of good would be done by the line, as it would bring the fertile County of Carleton to within a few hours journey of a seaport. So far as his own interests were concerned, personally, the Shediac line, and thence continued along the Gulf Shore, would be more to his advantage, as he had some property in that direction, but he considered it to be the duty of every hon. member, when a question of this importance come up, to divest himself of all local feelings, and treat it as a Provincial undertaking. He made up his mind to support the Bill; but he was not opposed to the St John and Shediac line, and when it came up, if a case was made out he would support it. He feared however that Shediac would never become a great depot for goods, in consequence of the shallowness of the harbour. He believed that a ship could not come within two or three miles of the shore; and besides this, the harbour was frozen over during the winter months, and there was a great deal of ice outside, in the straits of Northumberland. He did not make these remarks with any invidious intent, but because he had heard the port praised as being the Buffalo of New-Brunswick. That, he thought, was a very buffo remark. There was another consideration in reference to the Shediac line. There was no Company formed, and no stock subscribed for, nor did the projectors, so far as he had been able to learn, intend to take any steps in that direction, but they came before the Legislature with the expectation that the Province money should be taken to construct the road.

Mr. BROWN said there was a difficulty in proceeding with this matter, as certain information they had been led to expect in consequence of the Governor's opening speech, had not yet been furnished them. It was his opinion that the whole subject of Railways should come up and be discussed at once, before they could come to a correct decision. With respect to the Delegation from St. John, he believed their plan was to have a line first to Shediac, then continue it from St. John to Calais, and thus form a Great Trunk line on to the United States. But a great deal must depend as to the success of this line, whether the line from Halifax to Quebec would ever go into operation or not, for if it should, it might take away the trade from St. John instead of increasing it. It was his opinion that the St. John and Shediac line would pay best if the Halifax line did not go into operation. There was no doubt that the Shediac line was feasible, as the country was very level, and it was his opinion that it would pay; but yet he was not disposed to give up the St. Andrews line, after all that had been done, and adopt the other; but he would go for holding out the same degree of encouragement to both. He would now ask the hon. mover of the Shediac Bill (Mr. Ritchie) what he intended to do? Did he intend to support the Shediac line and abandon the St. Andrews line? He (Mr. Brown) would go for both; they should be placed upon an equal footing. He thought there was every prospect of the House appropriating a sum of money to improve the navigation of the Upper St. John, and it was not too much to expect that a large portion of the Canada trade would come down that way to Woodstock, and thence by the Railway to St. Andrews. But before anything was decided they should know what the Government intended to do. If Government intended to take up the subject, the House should set apart a day and discuss the subject of Railways generally; if not, they should take up the line from St. Andrews to Woodstock, and the line from St. John to Shediac, and give them equal encouragement.

Hon. Attorney General would answer the questions put by the hon. member who had just sat down. The Government of this Province, and the Canadian Government, had both sent representatives to the Imperial Government in favour of the Great Trunk line, as a great national work; and at the time the Session was opened they had strong hopes that something would be done; they had received no reply to their application, however, but judging from certain other official documents, there was not the slightest hope that the British Government would do any thing towards the undertaking. That being the case, the whole project must be abandoned, for it was very obvious that the Colonies could not construct it themselves. They must now, therefore, consider that line as entirely abandoned, and turn their attention to what they could do for themselves. He thought the suggestion thrown out by the last speaker a very judicious one. Let them wait until the Select Committee on the Shediac line had reported, and then take up both lines and discuss them, decide upon the best, and bend all their energies to complete that.—When he entered the house he had heard the hon and learned member for Northumberland speaking in very disqualifying terms of Shediac Harbour. He (hon. Attorney General) did not know much personally of that Harbour, nor did he suppose the personal knowledge of his learned friend was much better, but he would bring forward as a witness to contradict his learned friend one who did know—Captain Bayfield. (The hon member then read the following extract from Capt. Bayfield's description of Shediac.)

"Shediac Harbour is the easiest of access and egress on this part of the coast, being the only one which a vessel in distress can safely run for as a harbour of refuge. The space in which shipping may be moored is from 12 to 17 feet at low water, is three quarters of a mile long, and from 170 to 300 fathoms wide. The depth that can be carried in by a good pilot is 14 feet at low water, in ordinary spring tides, and the bottom of the channel is of mud, as is also the harbour within. Although a slight swell may be felt in this harbour at high water, in a N. E. gale, yet it is never sufficient to endanger in the slightest degree a vessel with good anchors and cables. Even in the Bay outside the Bar, a vessel would ride safely in any gale not unusually strong for the summer months."

(Several other hon members spoke, but as the debate turned rather upon the question of reporting progress, than the merits of the Bill, we here close our report.—Progress was reported.)

FROM THE JOURNALS.

MONDAY, MARCH 5.

Mr. WOODWARD moved for leave to bring in a Bill to admit certain articles, the growth or produce of the United States of America, into this Province Duty free, upon condition that the like articles, the growth and production of this Province, are admitted into the United States Duty free.—Leave granted. The said Bill being brought in was read a first time.

On motion of the Honorable Mr. Fisher, the House went in Committee of the whole on a Bill sent down from the Legislative Council, intituled, "An Act to consolidate and amend the several Acts of Assembly relating to Summary Actions." Mr. Botsford in the Chair of the Committee, Mr. Speaker resumed the Chair. The Chairman reported, that the Committee having the Bill referred to them under their consideration, had made amendments thereto and then agreed to the said Bill. Ordered, that the report be accepted.

The amendments being then handed in at the Clerk's Table, were then severally read a first time, and are as follow:—

At A in Section II. after the words "according to law," insert the words "or equity."

At B at the close of the same Section, add the words "and that the finding of the Jury in such cases shall be final."

At C at the close of Section VII, add as follows—"and provided also, that a true Copy of the taxed Bill of Costs shall be filled with the Judgment papers in all Summary Actions, for which a fee of one shilling shall be allowed, and no more; and no execution shall issue on any Judgment hereafter to be entered, unless such Bill of costs shall be so filed."

At D in Section XIII. expunge the words "after issue joined or interlocutory Judgment signed."

At E expunge Sections XIV. XV. and XVI., and after the enumeration of Section XVII. to that of XIV.

At F add a new Section, as follows:—

"XV. And be it enacted, That no Attorney shall commence any action in any Court in this Province, either by himself or his Agent, unless first having been authorized in writing by the Plaintiff or his Agent."

And then after the enumeration of section XVIII to XVI.

At G add the following new Sections:—

"XVII. And be it enacted, That the fees attending the prosecution and defence of Summary Actions shall be as follows:—

For the Judges of the Court.

On entry of the cause,	£0	2	0
On final judgment, after judgment by default or confession, (including assessment of damages, if any,)	0	2	6

For the Clerk.

Signing, sealing and filling every Writ,	0	2	6
Filing every paper not otherwise provided for,	0	0	6
On entry of cause, including filing Writ, and return,	0	1	0
On interlocutory judgment, and for the certificate of same, if required,	0	1	0
Entry of final judgment, whether after default, confession, demurrer, or trial,	0	2	0
Taxing Costs,	0	1	0

For the Attorney.

Writ, Declaration, (including particulars if any),	0	11	8
Each copy,	0	2	6
If bailable, for affidavit and oath,	0	2	0
(No copy of Writ to served on or taxed for bail.			
Alias or Pluries Writ, &c.	0	3	0
Each copy,	0	2	0
Entry Docket on filing the Writ, and entry of cause after service,	0	2	0
Interlocutory judgment,	0	2	6
Copy Bill of Costs, to file,	0	1	0
All other proceedings after interlocutory to final judgement,	0	5	0
Every Execution,	0	2	9

[No Execution to be taxed or allowed in Bills of Costs, but to be endorsed on Execution and levied for with debt and costs, being 5s., made up thus:—Attorney, 2s. 9d.—Clerk, signing, sealing, and filing, 1s. 6d.,—Sheriff on return, 9d.]

And when the suit is defended, all further proceedings by the Plaintiff after appearance, and also the costs of defence by the Defendant, shall be for the Justices, Clerk, and Attornies, respectively, the same as are now allowed and taxable by law in actions not summary, in the Inferior Court of Common Pleas, for the like services; provided that no fee shall be allowed for making up a record, or for a venire, or any other service not actually performed.

For the Counsel.

On every cause entered for trial, and for every argument before the Court in Term, a fee of not less than eleven shillings and eight pence, nor more than two guineas, as the presiding Judge may determine; provided that no Counsel fee shall be taxed for any argument, except in such cases as the Supreme Court can by law tax for similar services.

For the Sheriff, Constable, Crier, or Witness.

The same as in actions not summary in the Court where the action is brought.

"XVIII. And be it enacted, That if the Plaintiff proceed according to the ordinary practice of the Court in any case in which by the provisions of this Act, the proceedings ought to be summary, or when the true debt or damages to be recovered shall not exceed twenty pounds, although the actual amount of judgement entered may be for a penalty, or on confession, for a larger sum than twenty pounds, with a condition or agreement for the payment of a lower sum not exceeding twenty pounds, he shall not be entitled in any such case to more costs than if he had proceeded in a summary manner, unless he obtain the order of the Court, or of a Judge of the Court in which the judgement is obtained, for the larger costs, upon good cause shewn therefor.

"XIX. And be it enacted, That no fees for the execution or service of Writs in Summary Actions shall in any case be taxable or allowed in the costs, unless such Writs shall have been served by the Sheriff or his Deputy, or in cases where the Sheriff is a party, by the Coroner.

Example of Bill of Costs to be taxed under this Act, on a Judgement by default.

A. B. vs. C. D.

Writ,	£0	11	8
Copy of Writ,	0	2	6
Clerk signing and sealing,	0	1	6
Judges on entry and return of Writ after service,	0	2	0
Clerk on entrey of cause and filing Writ and return after service,	0	1	0
Attorney on entry as aforesaid,	0	2	6
Attorney on interlocutory judgement,	0	2	6
Clerk on certificate of same,	0	1	0
Attorney for copy of Bill of Costs filed	0	1	0
Judge on assessment of damages and final judgement,	0	2	6
Clerk on taxing costs,	0	1	0
Clerk on final judgement,	0	2	0
Attorney on proceedings to final judgement,	0	5	0
	£1	16	2

Sheriff's fees to be added; also, if a bailable cause, 2s. for affidavit and oath."

The said amendments were then severally read a second time.

Ordered, That the said amendments be engrossed, and the Bill, as amended, read a third time to-morrow.

St. John Daguerrian Rooms,

King Street—a few Doors below the Saint John Hotel.

THE subscriber has lately received from New York a superior large sized CAMERA, by which he will be enabled to take Daguerreotype Miniatures of various sizes.

Portraits taken singly or in groups, in any weather, with or without Colours, and neatly inserted in Rosewood Frames or Cases, or set in Lockets, Broaches, Bracelets, Rings &c.

☞ Perfect satisfaction guaranteed or no charge. The public are requested to call and judge for themselves. JAMES G. MELICK.

THE CHRONICLE.

SAINT JOHN, MARCH 16, 1849.

Another Calamitous Fire.

AT about 3 o'clock on Wednesday morning, the citizens were aroused from their slumbers by the appalling cry of Fire! and the ringing of alarm bells. It was first discovered by Captain Thomas M. Smith's family, making head way at the rear part of some back buildings on his premises in George's street, between that and Mill street. An alarm was immediately given, but such was the combustible nature of the materials, and the number of out buildings with which the ground in that vicinity was covered, that the fire, aided by a high wind, swept the block southward in a very few minutes, and the whole was on fire at the same moment.—Across George's street, the dwelling house and barn of the Hon R. L. Hazen were consumed, notwithstanding the indefatigable efforts of the firemen and inhabitants in their endeavours to save it. Mr. J. Lawton's dwellings on the south side of Union street, were near sharing a similar fate, but being only of two stories, they were easier come at by the engines and ultimately rescued; had they burned the whole of Dock street and the Market square would have been much in danger. The fire was confined to the North of Union street, except the Engine House, which, we suppose being public property and belonging to every body, it was nobody's business to preserve, although not above a man's height. On the north in Mill street, the fire was stopped by the manful manner in which the engines were worked, and the indomitable hardihood of the hose and axe men, who combatted the fire with a bold determination not to be beat in the struggle, for here was the key that would have opened and doubled the scene of conflagration. At this point was stationed, besides one of the most efficient City Engines, the powerful Engine of Messrs. Rankine & Co., of Portland, under the charge of John Pollok, Esquire, and by their combined exertions two five story houses were rescued at the North and East of Mill street, and the fire prevented spreading in that direction.

Nearly one hundred buildings are destroyed, but although mostly of a large size, they were principally old, and all wooden houses; many of little value.—The burnt district comprises most of what is called York Point, and a great many of the houses were tenanted by the laboring classes; many of whom, no doubt, suffered much privation by being driven from their dwellings at this season of the year. The scene of devastation is as follows:—

George's Street—West side, all the houses, except one at the corner of North street. East side, barn belonging to Hon. R. L. Hazen, and his dwelling house, corner of Union street.

Union street—all the houses from George's st. across Mill street and Drury Lane to Smyth street.

The two blocks between Smyth street and Mill street, with the exception of one house; and all the houses in Mill street, East side, except two large buildings at the west corner of North street, are burned. Some of the houses on the west side of Smyth street are much injured, and the buildings between that and the wharves were saved with difficulty.

The Military were, as usual, early at the scene of danger, and were untiring in their exertions to arrest the progress of the fire and preserve the property.

To the plentiful supply of Water furnished at the Company's Plugs, the City is again indebted for its preservation. A less quantity would have been a mite in the sea of flame on this memorable morning; while the engines might have remained in their houses, and the devastating element, allowed to exhaust itself on the imperishable monuments of bricks and mortar of a burning city.

We have not been able to ascertain the amount insured, but learn that the loss is not extensive in any one office. The fire is thought to be the work of an incendiary but no satisfactory reason is given for the statement.

A Meeting of Magistrates and others in behalf of the sufferers at the late fire was convened at the Court House on Wednesday, when it was resolved to make subscriptions in their aid. Accommodation has also been provided for those requiring shelter; and an application has been made to the Legislature for a grant of money towards relieving those rendered destitute.

SUSPENSION BRIDGE.—The undertaking of the bridging of the River Saint John in the vicinity of the Falls, has been for many years a matter anxiously desired by those whose business calls them frequently to cross the River to and from the City.—It is still fresh in the memories of the people, the disastrous, preposterous, and silly attempt made some years since to erect a bridge of soft pine wood, which, had it succeeded, would in all probability have rotted down in less than twenty years. It was estimated that £30,000 would have been expended in that chimera, which if we except the sacrifice of life which it involved, its fall may be pronounced fortunate.—We learn that Mr. REYNOLDS, proprietor of the Lepreaux Mills, a gentleman of indefatigable temperament, has obtained a charter for the erection of a Wire Suspension Bridge across the Falls. Now, this savours of sanity—inasmuch as in the first place it is the only site pointed out by nature for such an undertaking: secondly, it will be made of metal instead of wood, and probably last a couple of centuries; and last not least, will certainly not cost over half the sum that would have been required to have completed the wooden bridge.

"SAINT PATRICK'S SOCIETY."—We understand that, owing to the peculiar depression of the times, this Society will not celebrate the anniversary of their Patron Saint by a Dinner this year. The society propose to give a *Pic Nic* next summer, in the strawberry season, at some pleasant spot on the River, which can be easily reached by Steamer, when the members of the Society, their ladies and friends may all enjoy themselves together.—*Courier.*

FIRE.—A Barn on the Nerepis Road, belonging to Mr. James Bradley, Postman, and hay, oats, harness, &c., to the value, in all, of about $60, were consumed on Monday last. There