

CAPTURE OF THE CITADEL OF MOULTAH.

The following are the particulars of the operations:—It having been found that the capture of the city of Moulta, on the 2nd of January, in no way improved our prospects of obtaining possession of the citadel, arrangements were made to approach it by regular siege. Operations, therefore, required once more to be commenced, and parallels were immediately begun to be constructed within 500 yards of the walls. Moulta replied his artillery as briskly, and offered about a resistance as ever. Our batteries were once more opened with as much vigour and as little success as ever, when it seemed as if the mud walls were incapable of being breached by any ordinary species of practice. Even should the fort 40 feet in width, and 25 deep, the height of the wall from the bottom of the ditch being well nigh 50 feet. Mining was now determined to be attempted, and three shafts were accordingly begun to be run in the direction of the communication from the bastion to the Durgah gate of the town. It was believed that the whole would be so shaken by the explosion, that the establishment of a breach would be comparatively easy. The first thing, however, was, as far as practicable, to have the ditch filled up, and the mines were exploded on the 18th, under the crest of the glacis, by which the communication was completely blown up. On the 17th the order was published prohibiting all ingress and egress to or from the fort. Deserters began once more to pour into camp; they spoke of the determination of Moulta to defend himself to the last, and stated that the garrison was now reduced to about 1000 men. Lieutenant Graham, of the artillery, was wounded on the 17th severely in the head, but was, at the latest date, doing well. Our heavy guns and howitzer batteries fired eight-inch shells, which burst themselves in the work and then exploded, doing the work of mines. The sap, laid by the morning of the ditch and the shafts was commenced the same evening. The wall and bastions now began to look sorely shattered everywhere; and no wonder, considering what they had undergone. Ambassadors from the fort had two or three times visited our camp, on the part of Moulta with proposals for a conditional surrender; on every occasion they were told that no terms would be granted, and that nothing but an unconditional surrender would be accepted. The 22nd was the day named as that on which the fort would be stormed in case our demand was not complied with. The battering guns were meanwhile kept in full operation, and tremendous salvos of artillery were continued at intervals. Two breaches were reported practicable on the 21st, and on the morning of the 22nd our troops were formed for the assault, when Moulta would seem to have been at length terrified at the preparations made for his destruction and surrendered himself and the citadel, with its garrison of from 3000 to 4000 men, unconditionally into our hands. This terminated the siege of Moulta, which had been commenced by General Whish in the beginning of September, and cost us the lives of 11 officers and not fewer than 250 to 300 men, with 47 officers and some hundreds of men wounded.

PARLIAMENTARY.

The protectionists, through the mouth of Mr. Disraeli, are making an effort to meet the question of taxation on agriculture. They have placed a motion on the paper, declaring that taxation for national purposes fails mainly if not exclusively upon land and real property. That this arrangement is aggravated, and more than one-third of the whole revenue being derived from the excise on agricultural produce, now exposed to the competition of the untaxed produce of other countries, thereby limiting the demand for British produce, and fettering trade and industry. Upon this notice being published, Mr. Ewart intimated his intention to move an amendment, urging the propriety of direct taxation, but this was promptly withdrawn in to make room for the necessity of removing the burden on land if they are proved to press with undue severity and inequality, and pledging the House to give speedy relief without detriment to the national creditor, and to repeal the malt and hop duties, effecting this object by a reduction of the national expenditure. This is, in fact, a revival of Mr. Cobden's motion in another shape, and as no one will be disposed to deny the expediency of retrenchment, wherever practicable, the presumption is that the discussion will merely raise the question of agricultural burdens without leading to any legislative result.

Mr. Drummond's Transfer of Property Bill has been read a second time, but it can, we fear, scarcely struggle through both Houses. The lawyers want to consider the best mode of doing the simplest act in the world. There is no trouble or expense in transferring land in the United States, why should there be any here?

Amongst the useful bills which are in progress in Parliament is one for facilitating the transfer of life policies of assurance. By this bill the most simple assignment, with a registry, will suffice to make a legal transfer without a deed; so that this description of property will be rendered easily available in many cases where collateral securities in mercantile transactions are required. The bill has been read twice, and is ordered to be committed.

We understand that the Rev. Wm. Donald, of Hants, who has been appointed by the Colonial Committee of the General Assembly of the Church of Scotland, to St. Andrew's Church, St. John's, New Brunswick, is to be ordained by the Presbytery of St. John's on the 25th inst., and that, soon after,

he will resign his present situation, and proceed to St. John's—*Edinburgh Advertiser*, March 2.

THE NAVIGATION LAWS. Dense, indeed, must be the prejudice, or egregiously given the credulity, to entertain the belief that the maritime greatness of England is dependent on a certain act of Parliament. A duck's propensity to the water is about as much within the compass of statute laws as the British propensity to the sea. The Legislature has only taken very ill-directed pains to nurse and foster what wanted no nursing and fostering, and was sure to make its way, with only fair play. If laws and bounties could make a mariner, France would be as well furnished with seamen as England; but France has failed in her artificial attempts to force a navy as fruit is raised in hot houses, because the indigenous qualities were wanting the Gallic cock having its vocation in water. The difficulty is to get a Frenchman to take to the sea, which he never does heartily; and to keep a coast-guard Englishman from taking to it which he does with the natural affection of a water-fowl. A law to encourage the current of the Thames, or the set of the tide, was as much wanted as a law to foster and develop the natural genius of England. We have shuddered, balked and fretted the sea-nurse in the mistaken notion of thereby improving the neighbourhood of the sailing. And an apocryphal story spread the idea of depriving of his coral and bells this pigmy navy, which has thrashed the whole world.—*London Examiner*.

NORTH AMERICAN RAILWAYS.—In the House of Commons on the 26th ult., Mr. J. B. Smith asked whether it was true that a despatch had been sent to the Government, not to aid and undertake, if the Legislature of the North American Colonies would charge the revenues with a sum sufficient to pay 5 per cent on the outlay, to provide the means for constructing a railway from Halifax to Quebec? Lord John Russell said there had been some correspondence on the subject between the Colonial Secretary and the Governors of the North American Colonies, but Government was not inclined to any guarantee.

CANADA.

A despatch from Montreal dated the 21st instant, states that Toronto was quiet. Troops were parading the streets, and 100 Constables had been sworn in.

Rumours were current, though not credited, of an outbreak at St. Catharines.

Mr. Inspector General Hinchey, of Canada, has written Mr. Hick's paper with much satisfaction. Mr. Hick's paper, dated 25th Decr. 1851, on the subject of the Province, having an active Agent in London, for high standing and able to maintain the credit of the Provincial Securities.

The very fact of Mr. St. Barings being such agents, could at once render them at all times controllable, and when we consider that these held in the provinces, are chiefly in hands of the Banking Establishments, we think that with the consent of the present holders, the interest should be paid in London, on all our Debentures, which would make them more sought after. It is lamentable to think of the large sales made this summer of Quebec Fire Debentures on a hundred; but it is still more distressing to see the mounting peace and quiet of the country, on which so real property depends, hazarded by such an untimely measure, as that lately introduced by the Ministry for the Rebellion Losses, which a very little care would have made satisfactory to all.

Condemning this measure most strongly, we are still anxious to give any aid, and our power to some such system as is foreshadowed in Mr. Hinchey's letter, and we would strongly recommend some more simple classification than now exists, showing at once, and clearly, the individual indebtedness of the whole Province.

Philanthropic as Mr. Price's scheme for Educational purposes, and although approved of by all sides of the Houses, it is a question whether it should be entertained till the monetary affairs of the Province can warrant its introduction. We think the large Estates belonging to the late order of the Jesuits and should now be made available for this purpose, and additional grants could be added when the prosperity of the Province would warrant them.—*Quebec Morning Chronicle*.

CANADA.—A telegraphic dispatch received via New York, states that a serious fire had occurred at Toronto, and that some of the members of the Assembly had been burnt in effigy. Several houses were struck.

The Bill to increase the number of representatives in the Province has been defeated in the Assembly.

FROM THE WEST INDIES.—The Royal Mail Steam Propeller *Osprey* Capt. Sampson, arrived at Halifax on Saturday last after a passage of little more than three days from Bermuda.

Accounts from the West Indies represent the weather as having been very favorable. The Markets in Jamaica had been very happy to say improved considerably, and some of our vessels will sell their Fish tolerably well. The Jamaica House of Assembly have refused to vote the supplies, and refused the £100,000 loan tendered by the Home Government. Hopes are, however, still entertained that matters may be satisfactorily adjusted.

Mr. Barkly the new Governor of Demerara, his lady and suite arrived at Georgetown, the Royal Mail Steamer *Comet* on 13th February, and was to meet the Colonists on the 19th when sanguine hopes were entertained that long standing difficulties may

be arranged to the satisfaction of all parties.

EARTHQUAKES.—Several shocks of very severe earthquake have been experienced on this island (Bermuda) during the last and present week. On Monday morning, shortly after seven o'clock, a shock—the severity of which has only been paralleled by that of February, 1843—was sustained; the vibrations appeared to us to proceed from east to west, and our dwelling, a three story, felt as if strong men had suddenly seized it by the four corners and rocked it like an infant's cradle. This shock occasioned much alarm, and several persons rushed from their dwellings and fell upon their knees in the streets. It is said that in the Southern quarter slight shocks of earthquake are felt several times daily. [Dominion, December 13.]

THE GREAT FLOOD AT CHICAGO.—Chicago, March 13th 5 P. M.—We have been visited by a terrible flood, which has destroyed an immense amount of property. The damage done to commerce alone is estimated at over \$100,000.

The following is a list of the vessels destroyed and damaged, as far as ascertained, to this hour:

Brig St. Louis, sloop—entire loss; schooner Norton and Diamond, broken into; brig Europe, sides stove and sunk—loaded with salt; schooner F. Whitney, and sloop Agave, in and sunk; the brigs Ashland and Glen, with schooner H. Hazard and wharves badly damaged. The Glen, Warner has sunk.

It is impossible at this time to ascertain correctly the amount of damage to property in this village. Proprietors, vessels and steamers are all jammed into one another; some are lying on the top of one another, and all appear to be in the utmost confusion. The water is still rising and great fears are entertained that the destruction will be increased.

All the canal boats have the exception of one or two, are entirely destroyed, or have gone into the lake. Several vessels have gone ashore, and are now anchored in the lake. One or two lives have been lost by the falling of spars on board of vessels in the harbor.

CINCINNATI, March 23.—A tremendous tornado occurred on Tuesday night, passing over the beautiful villages of Shelbyville and Bardonia, and the adjoining country, spreading general destruction throughout its course. Many lives were lost, and the damage to property is immense.

NEW INVENTION.—An ingenious friend of ours has invented a new paddle for propelling vessels. We had the pleasure of examining a beautiful model of the same, one day last week. It is simple in construction, but quite ingenious. The principle of the invention is that it operates or escapes the force of the back water, which in all paddle boats is a serious impediment to the progress of the vessel. The paddles are hung on pivots with springs, located nearly half way down the long arms that from the frame work of the wheel. By a new application of the cam wheel, they are so fixed, that, when passing forward through the water, they are exerting their propelling force; they are just as the outward edge of the wheel; but at a later time, when their action is unavailing to push forward the boat, they fly back, and their outer circumference and dip idly on their pivots—thus presenting little or no opposing force to the water or air.—*Springfield Republican*.

STRAKER ASHORE.—We hear by a passenger on the schooner Gov. Anson, from Key West, which port she left on the 3d inst., that a wrecked vessel at that place on the 21st inst. from the windward, who reported a large ship ashore on Florida beach and beach, but could not ascertain her name. They also reported that the steamer had broken up, or carried away some of her machinery, and was trying to make a harbor behind the Cape.—*N. O. Com Bul.* March 13.

NEWFOUNDLAND.—From the long continuance of Northerly winds our harbour is so beset with ice that the Sealing Vessels have not yet been enabled to proceed upon their voyage. The season, this season, is much smaller than that of the last. In consequence of the ice being so much extensive than it was last Spring.—*Royal Gazette*.

THE GREAT RAIL ROAD.—The Legislature of Nova Scotia have passed a Resolution pledging the Revenue of the Province for £10,000, and the City of Halifax for its own enormous cost for £1000, in all £20,000, annually, to the construction of the Halifax and Quebec Rail Road. The *Recorder* says that it is Canada and New Brunswick that follow this noble example there is much reason to believe that this great Colonial throughfare will presently be in active operation.

AN AVALANCHE.—The Halifax *Recorder* says, that on Thursday afternoon last, a mass of snow and ice slid from the top of the hill at York Redoubt, upon Mr. Thomas B. Ly house, which was sealed below, burying and wrenching it from the foundation. In the house, an older child was so severely crushed that its recovery can hardly be expected, and Mr. B. L. himself received considerable injury. A girl and boy who happened to be outside were forced by the driving wind, the latter, however, escaped narrowly, having got an arm broken in the scuffle for his life.

ROAD GRANTS.—We hear that the Committee of the Assembly on the Road Service, have agreed on their Report, which provides

that £20,000 shall be expended on Roads during the present season, in the following proportions—for Great Roads £6500, and for By Roads £13,500. No special grants to be made, and the expenditure to be confined strictly to the sums mentioned.—*New Brunswick*.

James Hickey, a soldier of the 1st Royals, was arrested by the Portland Police, on Friday night last, for making a most violent attack on one of them, with intent to procure a prisoner. The Captain being near, he immediately came to the Policeman's aid, when he received a blow from the soldier which felled him to the ground—the prisoner was eventually secured, and on Saturday he was brought before the Police Magistrate, who, after investigating the case, inflicted a fine of £10, in default of payment of which amount he was committed to the Penitentiary for five months. Such promptness in dealing with offenders must have a salutary effect.

THE STANDARD.

ST. ANDREWS, WEDNESDAY, APR. 4, 1849

CYCLOTT COUNTY BANK.

Hon. H. WILSON, Esq., President.

T. B. WILSON, Esq., Solicitor.

Discount Day—TUESDAY.

Hours of Business, from 10 to 2.

Bill and Notes for Discount must be lodged with the Cashier, on or before Monday otherwise they must be over until next week.

ALMS AND PORT HOUSE.

Commissioners—Geo. D. Street, John Brock, Thos. Betty, John Bailey, R. Ker.

ST. ANDREWS.

Steam Mills and Manufacturing Company.

R. M. ANDREWS, Esq., President.

J. WILSON, Esq., Agent.

Saint Stephens Bank.

G. D. KING, Esq., President.

Discount Day—SATURDAY.

Hours of business, from 10 to 1.

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

PUBLIC MEETING.

At a Meeting of the Inhabitants of the Parish of St. Andrews, held in the Town Hall on the 21st April, 1849, for the purpose of taking into consideration the refusal of the House of Assembly, to grant a Bill for the purpose of building Railways.

Moved by Geo. F. Campbell, Esq., seconded by A. W. Smith.

That J. W. Street, Esq., take the Chair, and Mr. R. Ker, act as secretary to the meeting. The following resolutions were unanimously passed.

Whereas, the Province of New Brunswick is now in a state of deep distress, arising from the depression of the Lumber trade, the failure of the crops, and other causes, and many of its most industrious and energetic inhabitants have abandoned their Homes and property, and others are daily following them, and the Country is likely soon to be almost depopulated and reduced to a condition of great poverty.

And whereas, the best remedy for checking these evils would be the issuing of a Bill to Railway Companies already chartered and to be chartered.

Therefore Resolved, that the rejection by the House of Assembly, of the Bill to authorize the issue of a Bill, on the faith and credit of the Province, to be employed towards the building and completing the Rail Road from St. Andrews to Woodstock, will be productive of serious consequences to the Province, and lead to its immediate abandonment by numbers of its inhabitants.

Resolved, That the House of Assembly having determined by a large majority that the present condition of the Province requires immediate action to be taken by the Legislature for the introduction of capital to be expended on some great public work, and that the most eligible work for such expenditure would be a Railway, this meeting conceives that the St. Andrews and Quebec Rail Road Company, having already commenced work of that description, and having a large amount of stock already subscribed in England, which will lead to the introduction of foreign capital, are justly entitled to the assistance they have asked for from the Legislature.

Resolved, That the confining the issue of a Provincial Bill to the St. John and Shediac Railway Company, as recommended by the Select Committee on Railways, would be partial and unjust, and not in accordance with the true spirit of the Resolution passed by the House of Assembly.

Resolved, That a humble Petition be prepared and forwarded to the Legislature, founded on the foregoing resolutions, praying for the issue of a Bill to facilitate the completion of the Railway to Woodstock, and that a petition be also forwarded to His Excellency the Lieutenant Governor, to be presented in case of the House persisting in refusing aid to the erection of Public Works.

Resolved, That the House of Assembly, in its present position, is not in a position to support the House of Assembly, and test, by an appeal to the constituency of the Province, the propriety of such a Bill.

Resolved, That G. D. Street, and G. F. Campbell, Esquires be appointed a committee to prepare Petitions in accordance with the foregoing resolutions.

Resolved, That the Members of the Legislature and the Members of the House of Assembly for the County be a Committee to present the several petitions.

Resolved, That the thanks of this meeting be given to John Wilson, Esq., for his very

great and unwearied exertions in endeavouring to forward the construction of Railroads in this Province.

Resolved, That Mr. Street, leave and Mr. Wilson take the Chair, and that the thanks of this meeting be given to Mr. Street for his able conduct in the Chair.

Several excellent speeches were delivered upon the occasion; and we have heard it asserted, that within one and a half miles of the line of Railway on the Magdavic River, there is an excellent quality of Coal, and some ore the quality of which was unknown to the gentleman who examined them, but of the fact of coal being in that neighbourhood, we have not the least doubt. It has been proved that the Province abounds with mineral resources, but they are locked up, for want of Railroads, why then will not our Legislature encourage these great public works?

REPRESENTATIVE CONCISY.

We observe by the St. John papers that Messrs. Woodward, R. D. Wilnot, and Ansel, have incurred great displeasure with some of their constituents, (not the thinking portion of the community we presume) for their vote upon the Shediac railway grant of £500,000 but at the same time laud the Attorney General for opposition to the voice of his constituents. There is some lack of consistency here—"out of the same mouth cannot proceed both sweet waters and bitter." Are these advocates of L. A. Wilnot, aware that this hon. gentleman during the Session of 1848, upon the motion of the hon. Mr. Hazen, for a sum of money to survey the Shediac line, indulged in a vein of humorous but cutting irony, characterizing it as a "huckle-berry and birch brooms scheme." We refer our readers to a synopsis of this debate in the days paper, copied from the Morning News of the 4th Feb. 1848. We do not require to make any structures upon the glaring inconsistency of this hon. gentleman, who for some purposes, we fear, of selfish policy, has sacrificed the interest of his constituents in favour of a measure purely local and one which, he had before publicly declared, depending upon the Loch Lomond traffic of "huckle-berry and birch brooms." We doubt if all the rhetoric and non-committal reasoning of the hon. Attorney General, can reconcile the sentiments of yesterday with those of today.

From the Morning News of Feb. 4, 1849.

HOUSE OF ASSEMBLY.

Tuesday, Feb. 1st.

Hon. Mr. Hazen's Bill to facilitate the exploration of a line of Railway between St. John and Shediac, was committed, and a motion for a pretty sum of money.

The object of this Bill is to obtain a sum of money to defray the necessary expenses of a preliminary Survey. The Bill was warmly supported by the hon. mover, and by Messrs. Ritchie and Jordan.

Hon. L. A. Wilnot, in answering Mr. Jordan's speech, kept the House in a roar of laughter for some time. The hon. member said Mr. W. talks about the income—the (immense) income to be derived from this Railroad! I can fancy myself—continuing the hon. gentleman—sitting at St. John, and witnessing the arrival of the Lake-Lomond train laden with huckle-berry and birch brooms! (Great Laughter.) Yes—and there's the raspberries too—why the mind comes just attempting to estimate the immense amount of profit to be derived from this extensive trade. (Renewed Laughter.)

Yes—and there was the salt Mines up in Westmoreland and the system of Shediac the Cumberland butter; and Tanguar hay, taking these things altogether, it would be a great trade. I would also be a great advantage to an hon. friend, who had to travel far around in going home, after this Railway was established, he could jump into a car, and in a few minutes he would be at home, in Renegouche. (Much Laughter.)

Hon. Mr. Hazen returned upon Mr. Wilnot's speech. That hon. gentleman had attempted to ridicule Lake Lomond; but he could tell that hon. and learned gentleman, that Lake Lomond, considering its advantages, evinced a greater amount of industry, and public spirit, than did the City of Fredrickton. (Heartily heard.) There had been no argument used against the Bill—ridicule, and local prejudice were the only weapons of its opposers.—The hon. and learned member for York, was constantly exclaiming against people not working—and calling out sleepy hollow; and now when a measure is brought forward to develop the resources of the Province, he is the first man to cry out against it. He was pleased that this debate had occurred—it only went to show the impossibility of doing anything with such men; and whenever the face of the Bill would be, he would be satisfied with having discharged his duty, beside the satisfaction of having placed some people in a false position.

Hon. L. A. Wilnot replied with some warmth. He would take care about false positions spoken of; and he would also take good care who misrepresented him for the future. He was not to blame for the great want of public spirit manifested in Fredericton—he he appealed to fifteen years experience in active public life, to show that he was not a "sleepy hollow" man; he would wear himself out sooner than rust. The hon. gentleman (Mr. Hazen) had said, that he would now rest satisfied with having tried to develop the resources of the Province. Well! well! such a Government measure as this, for the development of the Provincial resources, was never before heard of.—a little

Bill to explore a line of rail to Shediac, put out by the and re-heard by the Emig this was developing with

HOUSE OF ASSEMBLY.—On the St. Andrews and Wood Bill was taken up, and, on a postponed for three months.

Mr. Partel, afterwards the Road Committee, recommissioned of £13,500 for the improvement of Roads and Bridges, to the £1357 10s. for Charlotte.

On Wednesday, the House on a Bill (introduced by Mr. Lacey) for selling Spiritous liquors who should sell it. Debate Mr. Boyd spoke of his had received from joining Association, and, among of he had never been himself, that it was like a man, and the Bill was negatived by the House then resumed.

On Thursday, the House the City Charter of Saint three or four Sections.

Mr. Cunliffe then moved giving the St. Andrews a Company, when the Lieutenant Governor Lundy track.—The Resolution was

"The Order."—A name, made its appearance devoted to the second part. It is published three times per annum. The Editor and honest course, a the "Order" is a useful the Provincial Press.

Paragraphs from the Provincial Press.

"Suggestions for the County politically, and the principle of P. Agassiz Native Industry feature in the business as a palatial and upon the proceedings of Unit which will be faithful Majesty's Customs.

This Paper is "no man will therefore be equal to a man of every permitting his opinion go unexpressed, unreclaimed, and unrepresented being rather the public."

At Chatham, of D. Mr. John Joe first of Michael St. in the 31st year of h

EXCHANGE.

REQUIRED by the Customs at St. John's, 110 sterling pava 24s 2d sterling silver at the sterling Towlers will be Thursday the 12th inst. Bill of Exchange to be given General of H. at 30 days after sight Parties tendering a they will accept for the Testers to be added Majesty's Customs, outside—Tenders for Custom House, at April 4, 1849.

For sale.

THAT well known steamer, the Bocabec River, being by John Appleby, J. W. with a good life great Road leading to St. John and Shediac, and a car is also on the steam Machine which could move. These persons desiring to purchase should immediately, if they can, apply to May next, for a and Sons Eastport

St. Andrews Ap

Valuable

ON THU

THE

Those valuable Mr. Ker, Esq. known as a description, of an annual, of the day of May, or to receive the terms of the and 14 months the payment.

For further information apply to Mr. Berry.

St. Andrews

ST. ANDREW

NOTICE

is the Act Meeting of the be held at the on Tuesday for the election other business.

St. Andrews

Original issues in P.

B.