his former opinions? Not the last session of Parliament showed that he still retains them. Then acts of desperation? The reply is simply, from the necessity of securing votes for the purpose of carrying on the general government. The acts of Lord Grey are acts of expediency, demanded by his colleagues to secure what is termed the philanthropic interests of the House of Commons,—the influence of men who would transport a labourer for catching a hare, starve a pauper for his poverty, and pamper a felon,—in short, that influence which last reduced the British people to a nation of humbugs. If there is scarcely a man in Clerkenwell fraternity, who has not his crochet, and it is necessary to give every man's crochet a turn. Hence the years which have been consumed in reforming felons, and the failure which necessarily results annually from the experiment,—absurd in principle and costly in practice. The last crotchet is putting a felon into a mill, grinding him for nine years, when he issues forth from the sport a reformed character, quite good enough to associate with colonists, who are to be saddled with him accordingly. For the nature of his reformation, we refer our readers to the practical experience of the colonists themselves, as recorded elsewhere.

But we are a great nation, upon which all the world looks with amazement. Granted, and hence it becomes necessary, in order to support our greatness, that, if we continue to send them convicts, we should refund to the Australian colonies all they have paid since 1840 for the removal of our paupers; we shall then be in a condition—not to send them convicts whether they will or not—but to negotiate afresh as to the terms on which they will receive our convicts for the future. We gave the West Indian colonies twenty millions as an act of munificence, losing no opportunity of dollarification therefrom. Even to this day, we say to the Americans of the Southern United States, "Look at us, and then at your own niggers." The amount to be refunded to the Australian colonies will probably not exceed three millions; and if we send our convicts thither, in contempt of our bargain, the refunding of this amount is only an act, in which we admit there is not much glorification, but an absolute necessity, if, as a nation, we would not be under the imputation of having defrauded the colonies out of their money under false pretences. "That cannot be politically right which is morally wrong," said Burke, in the case of our lost American colonies. In the case of the Australian colonies, it is morally wrong to take their money, and break the condition for which the amount is paid; and, therefore, not to refund that amount, if we continue our breach of faith, cannot be politically right.

Let us come again to the Australian part of the question. By what law are the colonists compelled to receive our convicts?—by none that we are aware of. It is true that we, in England, have laws supplying us to transport offenders; but we have never heard of any law for the will of the minister, which is as binding on the colonists as their recipients. But let us grant, for a moment, that such laws are in existence, and it would not be difficult to show that they are no more binding upon the colonists than would be a rope of sand. When the Australian colonies were solely penal ones, there was no question of our right to land and coerce convicts; but we have given to these colonists the power of making their own laws, and in that gift we merged the absolutism which had formerly dictated laws to them. Did we make any reservations that we should still retain our right of sending convicts amongst them. Did we make any restriction that we should still retain our right of sending convicts amongst them, that right being above their laws? No. Have the Australian colonists passed any laws compelling themselves to receive convicts? No. Then by what law do we force convicts upon them? By none, but the absolute will of the colonial minister for the time being. A law to transport criminals may be made in England, but after the free constitutions which we have given to what are called the convict colonies, all laws which regulate their social condition must be made by their own councils.

O'Connell once said, that he would drive a coach and pair through any act of parliament.—We do not think it would be difficult to drive an omnibus and four through our transportation acts. We have given to the colonies the power of regulating their own social affairs, and every man in these colonies is protected by, and is amenable to, that power. The moment a man sets his foot on the shores of Australia he is a denizen of these colonies, and is under the influence of their laws. We should like to see the question tried:—As soon as a convict had landed, let some sharp practitioner apply to a judge for a writ of *habeas corpus*, and let the Government be compelled to show cause why they detained the convict as a prisoner, he having committed no offence against the laws of the colony, if for no better reason than that he had not been two hours in it. The question would, in our opinion, puzzle the judge. He must, at any rate, find some law in which it was made an express condition, that all colonial laws whatever were subservient. How an English criminal law can be binding in New South Wales, we cannot conceive, under the free constitution which has been conceded to the colony. We are no lawyers; but from criminal jurisprudence, as it applies to the colonies under the new constitutions which we have given them, is only as valuable as are our ordinary acts of parliament, of which we scarcely construct one which can enforce what it was intended to enforce, we conceive that the judges of the convict colonies might soon settle the question, without the necessity of a resolution. One thing is pretty clear to us, that should the colonists resist by force the reception of convicts whom no colonial law can compel them to receive, any governor or commander-in-chief, who should resist the colonists, would, if he were lost in the affray, be murdered, if not legally, guilty of murder.

But let us ask the Government whether such a system is worthy of a great nation which omits no opportunity of thrusting its magnanimity in everybody's face? Is it magnanimous to oppress the weak and give way to the strong?—The Cape refused to entertain convicts was silently acquiesced in from a conviction that the colonists were powerful enough to enforce their determination to resist. In the case of New South Wales, the first hint was speedily taken from a suspicion of the loyalty of the colony, no less than its power. But Van Diemen's Land, the most loyal of all our colonies, is to be tried to its utmost powers of endurance, and the colony is to be sacrificed because its inhabitants will not rebel. Instead of defying the mother country—an another country would be the more strong application—they supplicate that they may not be destroyed, but in vain; their very attachment to the parent state is on the point of producing their ruin.

The following Draft of a Law has been handed us for insertion, in order we presume that the Citizens may not be taken by surprize, should it become an Act of the Legislature:—

A BILL.

In addition to the Act relating to the Public Debt of the City of St. John.

I. Be it enacted by the Lieutenant Governor, Legislative Council, and Assembly, that it shall and may be lawful for the Mayor, Aldermen, and Commonalty of the City St. John, from time to time as they may deem it expedient, to make and issue debentures, in the manner and form hereinafter described, to the amount of the aggregate sum of principal money and interest of the said City; and to issue such debentures from time to time, to such of the creditors of the said Corporation as shall consent to receive the same in discharge of the amount of principal and interest which may be then due and owing by said Corporation to such creditor or creditors respectively; and also to issue such debentures from time to time to any other person or persons, who will purchase and pay for the amount at par value.

II. That the said debentures shall be made out in sums of not less than £25 each, redeemable at such periods of time respectively as may be determined by the Mayor, Aldermen, and Commonalty, not less than 30 years from their respective dates, the same to bear interest at the rate of 5 per cent per annum, payable half yearly, and to be in form as follows:

(Water Company Debentures.)

III. That the said debentures so duly made and issued shall be deemed and taken to be a negotiable instrument, and shall and may be transferred by endorsement, under the hand of the holder or holders thereof, in like manner as any negotiable instrument is now transferable by law.

IV. That the Trustees of the Mayor, Aldermen, and Commonalty of the City of St. John for the time being, whether appointed under the original Trust Deed of the Corporation, bearing date 20th September, 1842, or under and by virtue of the provisions of this act, shall stand and be possessed of and entrusted in sole and singular the Trust Estate conveyed in and by the said Trust Deed, upon the Trusts and to and for the uses following, that is to say:—the trust after making due provision for the public service of the said City in the manner heretofore accustomed, to pay and apply the annual rents, issues, profits, and proceeds of the said Trust Estate to the payment of the interest which shall from time to time fall due at the rate of 5 per cent per annum, as well upon the said several and respective debentures which shall have been issued from time to time by virtue of this act, as also upon the bond debts and other securities held by creditors of the said Mayor, Aldermen, and Commonalty of the said City, and if any surplus shall remain, the same shall be paid by the Trustees to the order of the Common Council of the said City for the public service thereof, in the same manner and to all intents and purposes whatsoever, as is as already provided in and by the said original Trust Deed in respect of the residue and surplus therein mentioned.—*Provided also* that nothing in this Act contained shall be construed to restrain or affect the provisions of an Act made and passed in the 9th year of the reign of Queen Victoria, entitled, "An Act relating to the Public Debt of the Corporation of the City of St. John."

V. That nothing herein contained shall be construed to impede, hinder, or in any manner interfere with the right of the said Mayor, Aldermen, and Commonalty to regulate, manage, and direct the Public Markets, Ferries, Wharves and Slips, and all other sources of the Public Revenues and incomes of the said City, and to appoint and control all officers and other persons connected therewith, in the same manner, and with the same power and authority as at present, and as vested in them in and by the Charter of the said City.

VI. That it shall and may be lawful for the said Mayor, Aldermen, and Commonalty of the said City from time to time to contract and agree under their Corporate Seal with any person or persons for the Leasing of the Lands, tenements, and other real Estate of the said Mayor, Aldermen, and Commonalty, mentioned and comprised in the said original Trust Deed or any part thereof, upon such terms as may be agreed upon, and also for the renewal of any existing or expired Lease or Leases containing covenants for renewal upon and increased or improved rent, and with or without payment for any improvements or otherwise, upon such reasonable and equitable terms as may be agreed upon by the parties, and without regard to the now existing covenants. *Provided* that no such contract, grant, sale, lease, renewal or other agreement, conveyance or assurance shall pass or convey any title or estate, or have any valid or binding force or effect unless the consent and concurrence in writing of the said Trustees shall be then unto had and obtained, and shall be signified by their becoming a party thereto, or by endorsement thereon under their hands and seals. Provided also that the annual rent, issues and profits of the said lands, premises and hereditaments shall be applied by the said Trustees according to the terms and provisions of this Act.

VII. And Whereas John Robertson and Alfred Smithers, two of the Trustees appointed under the said original Trust Deed, are desirous to be discharged from the said Trusts, and have declared their wishes to be released from all further duty or liability in respect thereof. Be it therefore Enacted that it shall and may be lawful for the remaining Trustees, or any two of them, as soon as may be after the passing of this Act, to call a general meeting of the said creditors in the manner mentioned and provided in the said original Trust Deed, for the purpose of nominating, substituting and appointing any other person or persons to be a Trustee or Trustees in the place of the said John Robertson and Alfred Smithers, or either of them, and a certificate of such nomination and appointment so made as aforesaid, under the hands and seal of one of the said trustees, and two or more of the said creditors present at such meeting, may be registered at the office of the Register of Deeds in and for the said City and County of St. John, (the same being first acknowledged or proved in the manner required by law for the Registry of Deeds,) and so from time to time as often as any vacancy or vacancies in the number of the said Trustees shall occur, a new Trustee or Trustees may be nominated and appointed in like manner, and upon the Registry of such certificate, such new Trustee or Trustees shall, without any further deed or conveyance, be vested with the same estate, power and authority, either jointly with the remaining or surviving Trustees or otherwise, as are by the indenture of Trust and Mortgage, and by this Act vested in the said Trustees for the time being, and from the death of the said retiring Trustee or Trustees shall be discharged from a further liability in respect of the said Trust. And the Trustees for the time being whether continuing or new Trustees, or shall at all times be deemed, held, taken and considered to be joint tenants of the whole Trust property and Estate, as fully and entirely, and to the same intents and purposes in all respects as if they had received the same at one and the same time, and by one and the same conveyance.

VIII. That whenever any Act, Deed, Conveyance, Assurance, Lease, Covenant, Declaration, Contract, matter, business or thing whatsoever, shall be necessary or required to be done, made, executed, transacted or performed by Trustees for the time being, the same shall and may be deemed, held, and considered to be valid, legal and effectual, if done, made, executed, transacted or performed by any three or more of them.

STEAMER.

St. John, Eastport, Portland, and Boston.

THE American steamer ADMIRAL, 700 Tons, Captain ALBERT WOOD, will leave Boston (until further notice) every TUESDAY, commencing 4th of March, at 11 o'clock, a. m. for *Portland, Eastport,* and *Saint John.* Returning,—Leave Saint John every FRIDAY at 9 o'clock, a. m., for Eastport, Portland and Boston.

Freight taken at fair rates.—For further particulars apply to GEORGE THOMAS, AGENT.

February 21. *South Market Wharf.*

EAST END.

HOUSES TO LET—from 1st May next:

THOSE commodious and well finished Houses, situated on the corner of Pitt and Great George streets, each containing Four Flats, with a good well of water in each cellar, and also in the yard: there is also wood houses and barns attached. The above property is pleasantly situated, and affords a desirable residence for genteel families, being second to none in the city, thoroughly finished and brick nogged throughout, which will warrant them frost-proof. For further particulars enquire of

C. M. GARDNER,

February 28. on the premises.

THE CHRONICLE.

SAINT JOHN, MARCH 28, 1851.

By the *Canada* which arrived at Halifax yesterday morning at 1 o'clock, and which brought dates to the 15th inst, we learn that the Russel Ministry which after its recent signal defeat and the failure of Lord STANLEY and Sir James GRAHAM to form a new Ministry, had been patched up for the time being, has been again defeated on a Resolution of Lord DUNCAN's, relative to the management of the department of Woods and Forests. This last disaster, coupled with their precarious position, and aided by their unpopularity on the Papal question, renders it impossible, it is thought, that they can hold together longer than till Easter. Our opinion as given in our last that a dissolution of Parliament must take place, is fully realized, as the Protectionists both in town and country are making vigorous preparations for a general Election. It must be perfectly apparent to every observer of passing events, that any Ministry basing its reputation on "free trade" principle, will no longer be sustained. The general voice of the country appears to be in favor of obtaining such a majority in the House, as will be able successfully to carry a bill imposing a duty of four shillings on all foreign Corn and Bread-stuffs. It is also stated that Mr. HOWE's mission to England, relative to the obtaining the money for building the Nova Scotia portion of the Rail Road has been entirely successful. We subjoin all the principal items of news:—

(By Telegraph to News Room.)

HALIFAX, 27th March, 1851.

The Canada with Liverpool dates to the 15th, arrived at Halifax at one o'clock this morning, and sailed for Boston about four.

She brought seventy-five passengers.

The Africa, from New York, arrived at Liverpool at noon on Sunday, 9th.

Cotton had declined ¼d. to ⅛d. per lb.

The Corn and Flour Market had been very dull during the week, but closed more firmly.

The state of trade in Manchester was rather dull.

The weather was beautiful and mild for the season, and the spring crops looked very promising.

Lord John Russell's Government is still very weak; it appears he cannot get his friends to rally round him.

It is very generally believed there must soon be a dissolution of Parliament and a general Election.

On Tuesday the Ministry sustained another defeat upon a resolution introduced by Lord Duncan, having for its object a reform in the management of the department of woods and forests. The motion was strenuously resisted by the Government, but on a division there appeared for the motion 120, against it 119—so that this, coupled with their previous defeats, and the difficulty of their position with regard to the Papal question, it is thought they cannot hold together till after Easter.

The agitation against Lord John Russell's penal measure, on the part of the Catholics in both England and Ireland continues unabated.

The Protectionists both in the metropolis, and the country are making vigorous preparations for a general election. Their principal aim seems to be to secure, if possible, such a majority in the House of Commons, as will impose a four shilling duty upon all foreign Corn and Breadstuffs.

The preperations for the grand Exhibition are going on very satisfactorily, and no doubt now remains but that the Crystal Palace will be opened in the time proposed—in May next.

A large number of Hungarian and Polish Refugees had arrived in Liverpool from Turkey, intending to proceed to America: they were however met by a deputation from the London Democratic Committee, who have induced them to remain in England. In case their assistance should be required to assist the Democratic cause either in France or Hungary.

These men are represented as a fine body of men, and their quiet and orderly conduct is highly spoke of.

So far the British Government has paid for their board, &c., and have offered eight pounds to every man who will emigrate to America.

The Mayor and Magistrates of Liverpool have also endeavoured to induce them to do so.

A few of the Hungarians have accepted the offer, but the Poles all refuse.

The American contributions to the Grand Exhibition had arrived at Southampton on 12th March.

FRANCE.—The news not important. Commerce depressed. News from the Agricultural districts favourable.

The Continental News of no interest here.

The Canada had 78 passengers in all—of these landed in Halifax were Messrs. Hastings, Adams, Duncan, Gordon, Ferguson, Craig and Sime, for St. John.

SPAIN.—A singular wager has been laid between the Duke of Osuna and the celebrated banker Salamanca. It is *horse* against *railroad*. The Duke bets that his horses shall beat the locomotive on the Madrid and Aranjuez Railroad, which is 27 miles long. Several horses are to be employed and are to be stationed thus—a jockey and horse at the Toledo gate of Madrid, to ride the first league and deliver a paper to the second, who is to be at readiness with another horse, to ride another league, and so on. It is said that the Duke calculates that each league may be done in 7 minutes, making 49 minutes for the whole distance his horses will have to run. The high road on which the horses run is seven leagues [illegible] The wager is for a million of reals, or 125,000 dollars.

A new line-of-battle ship, a two decker, [illegible] ed by screw machinery of six hundred and fifty horse power, and to be called the St. Jean d'Acra, is to be immediately laid down at Devonport.

A woman, sixty-eight years old, who is deaf and dumb, was married for the fourth time at the Jordaston Church, Pembrokeshire, on the 21st ult., her bridegroom being a young man of twenty-one.

The Manchester Guardian publishes several estimates, drawn up with great minuteness, of the proceeds of the Exhibition, supposing it is kept open for six months. The highest states the probable amount at £769,000, the lowest at £617,000.

There is a tradition in Edinburgh that, some centuries ago, a bagpiper entered a subterranean passage, near the Castle, with the determination to find his way to Holyrood-house, with which he believed it communicated. He played on his pipes and was heard for some time, but he never returned. On Sunday week some workmen were levelling the Castle esplanade, when the ground gave way and fell into a natural cavern. One of the workmen went down into it several times and brought out some human bones, pieces of armour, and part of the drone of a bagpipe. These are supposed to be the relics of the adventurous piper.

A crime, attended with singularly horrible circumstances, has been perpetrated in the department of the Meurthe. A father exposed his infant in the forest of Sarrenbourg, with a hundred franc note pinned to its clothes, and set a peasant to watch. Shortly there came by a woodranger, and, taking up the child tenderly, as if about to treat it humanely, unpinned the note and put it in his pocket. He then took the child, beat out its brains against a tree, and buried it. What became of the peasant during this time is not mentioned; but he witnessed the crime.

THE BEND AND SHEDIAC RAILROAD.

The duty of three shillings on Canadian Flour coming through the United States to our market, with the increased, and progressively increasing duty on Salt Meats, as embodied in the Revenue Bill, just passed the House, we view in the light of a Factory Bill, on a small scale, in favour of the construction of the line above named. The length of this line according to the survey and report of Mr. Winkle, is 108 miles, and is one of the best routes so far as engineering difficulties are concerned, that has yet fallen under the notice of scientific men for such a purpose. The expense of erecting which is estimated by that gentleman at £85,333—this sum including all necessary workshops and buildings of every nature whatsoever, connected therewith. To our mercantile men we need scarcely say that a communication between the waters of the Gulph of St. Lawrence and the Bay of Fundy, would be of every importance, and would in a great measure supersede the importation of American Flour and Salt Meats from the States; and while it did so, it would also furnish employment for our own steamers—open up a direct trade for us with Newfoundland, Canada, and Prince Edward Island, and afford a travelling route between this and Quebec, upwards of 500 miles shorter than that at present used, round the whole and dangerous coast of Nova Scotia. The difficulty to be anticipated at this moment, when such facilities have already been afforded by the Legislature to the Great Trunk Line, is the want of Provincial aid in carrying out the project, and £85,333 is a large sum; now we think we can shew how the great bulk of the difficulty may be obviated, the Road made without loss of time, and the country through which it passes be immediately benefitted thereby, to effect which we purpose the building of a Wooden Rail instead of one of Iron, which we are informed by persons conversant with the matter, will answer the purpose fully, and can be built for one third the sum, while the best feature of the business is, that the material is to be found on the spot, and that any man who can frame a house, is sufficiently skilled to perform any part of the superstructure. In reference to Wooden Rails, we may state that there is no experiment to be tried, the thing has long since been full tested in the Mother Country, and found to answer all the purposes of an Iron Road, if we except its durability, which, in this country, where iron bars can be had for nothing, is a matter of no great consequence. Many years since, a Mr. Moses Shaw, of this Province, built at his own private cost, three miles of a Wooden Railroad, for the purpose of hauling timber; of how much less magnitude then, would be the undertaking of the erection of the contemplated road by the people along the line, even without the aid of Government. Mr. Peter Stubs, Engineer, of this City, who has made the subject his study, and has given Lectures on the utility of Wooden Rails in a wooden Country, furnishes the following information, and which we take pleasure in laying before the public, he says, in reference to Wooden Rails:—

"Now it is well known that a line of road can be made for Wooden Rails at far less cost than for Iron. Owing to the adhesion which wood affords to iron wheels, a steeper incline can be ascended, and Prescott's guide says, a locomotive and train, then can be accomplished without them, hence much less cutting and levelling will be required, and consequently there will be far less expense in preparing the ground for wooden than for iron Railways. We may be safe in setting down the cost of a Wooden Railroad from the Bend to Shediac at £2,000 per mile, or even at a less figure."

With such data before us, we would strongly urge, upon the good folks of that section of the Province to petition the Legislature, while in Session, to revise the Act of Incorporation, passed a few years since, and to afford such aid, by grants of land and other privileges as shall, with their own [illegible] labors, enable them to open up the contemplated route, and take their stand in the ranks with true and substantial reformers of the age.

It is now the 28th of March, [illegible]

CARLETON AND ITS CAPABILITIES.—The Bill for the prevention of filling the Harbour with sawdust, is of more importance to our Carleton friends than is generally supposed. In conversa- [illegible] interested in the matter, we have discovered that the mill-owners on the Carleton side are rapidly shallowing from the sinking of the slabs and sawdust from the adjacent Mills, and that by increasing the breadth of the flats in the eddy, the facilities for anchorage near the shore are materially injured. Another and a still greater destruction of the capabilities of that side of the Harbour for Commercial purposes, is now rapidly progressing. We allude to the filling up of the Mill Pond with sawdust. With the aid of a Rail Road through this Province, and the opening up of a direct trade with Canada West, the day is not far distant when our harbour will not be sufficiently capacious to accommodate the shipping from all quarters of the globe, that will resort to our shores. Then will it be discovered, perhaps too late, that one of the finest spots for a Wet Dock, where vessels can be afloat, and take in and discharge cargo, has by the passiveness of our Corporate Body, who never look one inch beyond their nose, been completely destroyed; and that Carleton where a large portion of the business of the port would have been otherwise transacted, will from want of such accommodation as the Dock would afford, be entirely cut off from that privilege. The people of Carleton should bestir themselves, and prevent by all lawful means the placing of another ounce of sawdust, or any other rubbish, into a place where, the mill owners eventually be dredged up to the depth of several feet, in order that vessels of the largest size may there lay afloat. The area of the Mill Pond if no further encroachments are made, will be sufficiently large to contain from two to three hundred sail of vessels, and when the results of such facilities are contemplated, the people on that side should arise in their might, and stand in the path of those who would mar their coming prosperity. In Liverpool, (Eng.) when the Duke of Bridgewater first contemplated the building of Wet Docks, he met with every species of annoyance and opposition, many alleging that the trade of the port would never require, or repay such vast outlay. Liverpool at that time did not bid so fair for an increase of business, as does at this moment the port of St. John. In Liverpool such a province as the Carleton Mill Pond presents, could not be purchased for as much silver money as would cover its surface. Let our Carleton friends look back to the starting of the Steam Ferry boats, and consider that the ferries of the whole harbour at that time rented for £200, while within the week past the same privilege fetched over £2,000. Let them we say look at the marvelous change that in that particular, has come over the spirit of our dreams; and judging by analogy, we much mistake if our suggestion will not be considered both feasible and highly probable. Men of Carleton awake.

SINECURES.—In the House recently, on the question of paying Thomas McAvity £20 for watching Partridge Island, lest it by accident from moorings, Mr. Ritchie thought, as it was [illegible] to be for attending to Emigrants, the sum should be taken out of the sinecure of £300 per annum paid Mr. Parley for not attending to the wants of Emigrants; when Mr. Steves observed that they had better at once adopt the principle that men holding great offices should have great salaries, while men who did the work should get as little as possible. We will remember when Mr. Wetherbee held the office, and spent his salary in compiling and printing statistics of the Province, that it was with great difficulty he could squeeze out £100 per annum, now it matters not he devoted his side time and talent to the business, while the present incumbent is not at his post one tythe of his time, and Emigrants wanting information such he cannot find the still fed official, nor any other authorized person to minister to their requirements. We trust the time is not far distant when the control of all Revenues collected in this Province will be placed unconditionally in the hands of the Legislature, when the extermination of such gross misapprehensions can be effected by the voice of the people.

BOAT RACES.—The passion for this manly exercise that has of late been so conspicuously displayed by our Western Neighbours has awoke a dormant feeling of friendly rivalry in our shores of the Maine, who imagine that they too have got a fit to row," and would have no objection to stretch their legs and stretch their Oars in the race of emigration either in American or British waters, as may be arranged upon any time in the coming summer. We have Boats such as they are, with men and oars to pull and sufficient pluck to plank any sum not exceeding four thousand dollars for a race of from 7 to 10 miles in four oared gigs. As our Boston and Whitehall folks are pretty plentiful on such occasions, we should like to hear from them. We are [illegible] to say that the Indian Town Crew (who now wear the belt) are ready for action.

THE LEGISLATURE.—The Bill for the Rail Road, we are delighted to find has passed the Legislative Council unanimously, thereby ending all speculation as to its success. The country at large is now called upon to buckle on to the great project, and with heart and good will bring to a happy termination what has been begun so spiritedly and honestly.

The Bill for making the Legislative Council elective, does also occupied the attention of that Body, and is supposed will pass by a majority of [illegible] It gives us much pleasure to be able to state, that both houses appear to be at work in good earnest, and that the beckonings to [illegible] appear and disappear at the early [illegible] the Session [illegible]

[illegible]

Boat Fever [illegible] week

CARLETON LECTURES.—The Reverend Mr. Wishart lectured last evening upon "*the aspect of the present age.*" This excellent lecture was duly appreciated, and afforded a high degree of satisfaction to the respectable and attentive audience to which it was addressed.

The *Admiral* arrived this morning at 6 [illegible] large freight, and left again at 12 with a goodly number of passengers.

According to [illegible] out from the [illegible] in Virgin [illegible]

LEGISLATIVE SUMMARY.

From our own Reporter.

HOUSE OF ASSEMBLY, FREDERICTON, Tuesday, March 25th, 1851.

The House [illegible] (introduced by Mr. Wilmot) providing that all disputes between Government Commissioners and Road Supervisors, and Contractors, may be settled by arbitration. It was argued in favour of the Bill that this would afford a cheaper and less costly mode of settling these disputes than the mode at present in operation. On the other side it was argued by Messrs. English and Earle that the Government would generally be worsted in these arbitrations, as the sympathies of the arbitrators would invariably be with their neighbours the contractors. Mr. Pickard complained of the conduct of a road [illegible] fellow, a Supervisor, in [illegible] the Road [illegible] complained of the [illegible] the Great Road from Fredericton to Woodstock, when there were men better qualified in York; and ascribed his appointment to the influence of the hon. Mr. Hankin. Mr. Wilmot, in closing the debate, recited two cases of individual hardship that had fallen under his own observation in Northumberland. In one case a man gave a note in a bill, relying the Supervisor's (Hon. Mr. Davidson) [illegible] pounds, as [illegible] filled with the work, [illegible] tract, but found it impossible [illegible] supervisor, and therefore [illegible] In the other case the same Supervisor [illegible] was appointed on his work, [illegible] the Supervisor, or not being satisfied with the work, he was sent for the mill and judgment was [illegible] the same Supervisor [illegible] he, to pay the judgment and costs. Mr. [illegible] moved the postponement of the bill for six months, which was [illegible]

Mr. Partelow moved the following Resolution:—

"Whereas this House has on a previous occasion expressed the hope that the present session of the Imperial Parliament would be proposed by the Chancellor of the Exchequer to make a further reduction on the duties imposed on Foreign Timber and Deals; and whereas the proposed reduction in the duties imposed on Foreign Timber and Deals, and whereas the proposed reduction in the duties imposed on Foreign Timber and Deals, cannot take place [illegible] the passage of the British American Colonies with the United States, passed at the [illegible] Parliament, [illegible] British Provinces in North America [illegible] British Provinces and Great Britain [illegible] British Provinces and Great Britain [illegible] British Provinces and Great Britain