The Observer.

SAINT JOHN, APRIL 3, 1849.

THE RAILWAY DEMONSTRATION.

Yesterday, pursuant to notice from the High Sheriff, in compliance with the numerously signed requisition addressed to him, a public meeting took place at the Court House, to consider what measures should be adopted to promote the introduction of Rail Roads into this Province, after the extraordinary and unpatriotic conduct of the House of Assembly on this most important subject. The Resolutions passed, (which we subjoin,) will testify the sense of this community on the matter, and the course of proceeding which it has been thought proper to adopt; and if ever the public voice was unequivocally, emphatically and unitedly declared on any subject, it was incontestably so on this occasion. Never did we witness such unanimity of feeling, such harmony of opinion, or such enthusiastic determination of purpose in any public assembly; the spacious Court Room was not only crowded to excess by an anxious and eager multitude, including all ranks, classes, professions and avocations in our community, and the largest assemblage of talented and respectable citizens we ever witnessed, but throughout the day others were continually arriving, and unable to find admission; so that hundreds were obliged to turn away disappointed.

The proceedings of the day occupied from 11 A.M. to about half past 3 P.M., during all which time the interesting attention of the vast assemblage was untiringly maintained, by the eloquent and powerful addresses delivered by the various speakers on the occasion; and we are confident, that if the Members of the Assembly had been present, they would have witnessed a demonstration of public feeling and opinion, by the most powerful and important community in the Province, so unmistakeable, so truly patriotic and incontrovertible, that they would scarcely have the temerity [to] commit themselves a second time in the man[ner] they lately have done, and whereby they have [calle]d forth this indignant public demonstration. [The] speeches on this occasion were numerous, and [gener]ally of a high order; powerful, argumenta[tive], instructive and convincing.—Dr. Robert Bayard proposed the first Resolution, in a most interesting speech, in which he detailed the late proceedings between the Legislature and the Delegation from this city. J. H. Gray, Esq. in seconding this Resolution, most eloquently reviewed, at great length, the principles, arguments and statistics connected with the whole subject. The second Resolution was moved and supported by Robertson Bayard, Esq., in his usual energetic and stringent manner; to this Resolution an amendment was moved by Mr. Venning, in a calm and argumentative speech. The amendment was opposed, and the original Resolution supported, at considerable length, and with much force and vigour, by Geo. Blatch, Esq., and after replies from Mr. Venning and Robertson Bayard, Esq., the amendment was rejected and the original Resolution carried, by an overwhelming majority. In moving the third Resolution, James Whitney, Esq. spoke briefly but impressively, and was supported by William Wright, Esq., in a most apt and happy speech. Mr. Thomas C. Hatheway offered two Resolutions, wholly irrelevant to the business of the meeting, and of such a noxious and unpalatable character, [recommending annexation to the United States] that neither of them could even obtain a *seconder*, and the mover was assailed with an overwhelming torrent of hisses, yells and groans. The remaining Resolutions were unanimously carried; and after a succession of hearty cheers for the good cause, the meeting broke up; satisfied that they had performed a truly patriotic duty, and had adopted measures eminently calculated to subserve the best and truest interests of their country.

PUBLIC MEETING

At the Court House, St. John, on Monday the 2d of April, 1849—pursuant to a requisition to the High Sheriff for that purpose.

At 11 o'clock, A. M., a large and highly respectable meeting, consisting of Freeholders, Freemen and others, was convened as above. The requisition was read by the Sheriff. Walker Tisdale, Esq., was unanimously called to the Chair, and James Robertson, and D. B. Stevens, Esqrs., were requested to act as Secretaries.

Dr. Robert Bayard moved the first Resolution, which was seconded by J. H. Gray, Esq., and is as follows:—

Resolved, That the thanks of this Community are due to the Select Committee of the House of Assembly and Legislative Council, for their prompt and courteous attention in receiving and hearing the Delegation appointed at a Meeting in this City upon the 2d of March, to express the sentiments of that meeting respecting the construction of a Railroad from St. John to Shediac.

This Resolution passed unanimously.

It was then moved by Robertson Bayard, Esq., and seconded by John Duncan, Esq.:

Whereas it is the opinion of this meeting that the construction of Rail Roads within this Province will be the most effectual means of checking the ruinous emigration of its inhabitants, and of raising its Commerce, Manufactures and Agriculture from that state of depression into which they are sunk;

And whereas it is also the opinion of this meeting, not only that it is the imperative duty of the Legislature to aid in *any* Public Works from which such desirable results may be obtained, but that in the present state of this Province the construction of Rail Roads cannot be effected without their assistance;

And whereas a majority of the House of Assembly—regardless alike of the pledge contained in their Answer to a closing sentence of His Excellency's Speech, of the welfare of the Province, and the pressing necessities of its inhabitants—have rejected all the measures that have been brought forward for that purpose at the present session;

And whereas it is desirable that the opinion of the Country should be taken on a question so momentously affecting its prosperity—

Therefore Resolved, That His Excellency the Lieutenant Governor be Petitioned to Dissolve the House of Assembly of this Province at the close of the present session.

To which the following Amendment was moved by Mr. W. N. Venning, and seconded by Noah Disbrow, Esq.:

Resolved, That this meeting petition the House now in session to pass such measures as will cause the immediate commencement of the line of Rail-Road from St. John to Shediac.

This Amendment being put and lost, the original Resolution was put and carried by a large majority.

It was then moved by J. H. Gray, Esq., seconded by W. Jack, Esq., as follows, and carried unanimously:

Resolved, That Walker Tisdale, Esq., John Duncan, Esq., and Robertson Bayard, Esq., be a Special Committee to prepare a Petition to His Excellency the Lieutenant Governor, in accordance with the foregoing Resolution.

It was then moved by James Whitney, Esq., seconded by Wm. Wright, Esq., and carried unanimously, as follows:

Whereas no country can properly develope its resources, or keep pace with the progress of the age without the aid of Railways—

Therefore Resolved, That in order to promote the introduction of Railways into this Province upon a regular plan or system, a *Railway League* be now formed; and that every person in the Province favorable to the construction of Railways be invited to enrol himself a member of the League, the fee on such enrolment to be One Shilling and Three Pence—

And further Resolved, That a Committee be appointed to organize the Railway League, and its branches throughout New Brunswick.

It was then moved by Mr. Geo. E. Fenety, seconded by Mr. Thomas G. Hatheway, and carried unanimously:

Resolved, That the Committee appointed at a former meeting be a Committee to carry out the object of the foregoing resolution, in organizing the Railway League, with power to add to their numbers.

It was then moved by George Blatch, Esq., seconded by Charles Watters, Esq., and carried unanimously:

That the thanks of this meeting be given to the gentlemen who composed the late Delegation to the Legislature on the subject of Railways, (in pursuance of the Resolutions of 2d March last,) for the zealous, indefatigable, and able manner in which they have discharged the duties entrusted to them, and tendered to this meeting an account of their proceedings.

The Chairman having left the Chair, John Duncan, Esq., was called thereto, when thanks were voted to the Chairman for his able and impartial conduct in the Chair; and also thanks to the Secretaries for their services.

NEXT ENGLISH MAIL.—The steamer *Saxe Gotha* left this port last evening for Granville to await the arrival of the American Express from Halifax, with the English news per steam ship *Niagara*, now out ten days from Liverpool.

It is expected that the Legislature will be prorogued on *Thursday next*.

Easter Term of the Supreme Court commences on *Tuesday next*, the 10th instant.

MECHANICS' INSTITUTE.—Last evening, Mr. Foulis delivered a very excellent chemico-agricultural lecture on *Soils*, explaining their *formation and composition*. He exemplified and explained with sufficient clearness the mode of analysing soils, or reducing them to their constituent elements, and at the close of the lecture, exhibited, in a number of beautiful experiments, the power of the Oxy-hydrogen Blowpipe in reducing instantaneously the most infusible earths and metallic substances.

Next Monday evening, Mr. Duval will give his second lecture on *Marine Zoology*.

We omitted to mention in our last the appearance of a new paper, under the title of "*The Oriel, and Palladium of the People*," published in this City by Mr. C. Snider, on Tuesday, Thursday, and Saturday mornings. We wish it every success.

The value of the exports from New-York during the week ending 22d March, amounted to $635,380—of which $47,986 was to the British North American Colonies; Br. West Indies, $30,151; Liverpool, $200,799; London, 44,601; Belfast, $60,306.

ST. JOHN WATER COMPANY.—We understand that the Water Company have sent for Mr. Fairbanks, of Halifax, a practical civil engineer, for the purpose of ascertaining the most efficient and practical mode of introducing an abundant supply of water into the City. It is intended to have accurate plans and calculations of cost laid before the public before any stock is asked for; and as it is for the interest of every resident in the City that there should be an abundant supply of water, it is expected that every one will take more or less of the stock.—*Courier*.

PORTLAND POLICE.—James Bagley, 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 rescue 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.—*New Bruns.*

NEW ARRANGEMENT.—An arrangement has been entered into by Mr. Cunningham, the owner of the steamer *Admiral*, and Mr. Parks, the owner of the *Maid of Erin*, by which these steamers are to run in conjunction, the Admiral coming as far as Eastport, where she will be met by the Maid of Erin, which will convey her freight and passengers to this port. For the present, they will only make one trip a week.—*Ib.*

AN INQUEST was held on the 28th, ult., before DR. W. BAYARD, Coroner, on view of a new born female child, found in the Mill Pond.—A verdict of *Infanticide* was found against Mary Ann Looney, who is now in Custody.

AFFAIRS IN CANADA.—The excitement and uproar created in Canada by the passage of the bill by the Provincial Parliament, indemnifying losses caused by the attempts at rebellion in 1837 and 1838, have not subsided, but rather increased.

TORONTO, March 23.—Wm. Lyon McKenzie, of rebellion notoriety, arrived here on the night of Sunday last, and on the following day he was visited by a number of persons, his former friends previous to his flight from Upper Canada in 1837. He put up at the house of Mr. John McIntosh, his *brother-in-law, who resides in Yonge street*. There was considerable excitement in the city, as might have been expected, on the return of the pardoned rebel, and the excitement, if not altogether produced, was at all events increased, by the cordial welcome which so many persons appeared to give him, by publicly calling on him.

Last night, Messrs. Baldwin, Blake, and McKenzie, were burnt in effigy. They were carried through several streets, elevated upon long poles, with a torch light in front, passing the residence of Mr. Baldwin to the residence of Mr. Blake, and then returning to Mr. Baldwin's. The effigies of these two gentlemen were here burnt. The mob, to the number of some thousands, then proceeded to the house of Mr. McIntosh, where McKenzie was stopping; his effigy was here burnt, and the house assailed with stones and all manner of missiles, completely riddling the windows. The gas lights in the vicinity were put out, and the police resisted. The house of Mr. John Montgomery, nearly opposite, was attacked and the windows much damaged.—Mr. H. Price, son of the Hon. J. H. Price, was severely beaten; and being conveyed to the residence of Dr. Rolph, this gentleman's house was assailed by a portion of the mob, and the windows slightly damaged. The residence of Mr. Brown, editor of the *Globe*, was also a good deal injured.

[Later accounts state that the peace of Toronto had been restored; but troops were still parading the streets, and 100 special constables had been sworn in to maintain order.]

MONTREAL, March 26.—The proprietors of the *Pilot* newspaper announced, in their issue of this morning, that in consequence of the late verdict against them for £500, they have been entirely ruined, and that their property will be sold at public auction, on the 20th of April next. It is the only radical organ, in the English language, that is published in Lower Canada.

The aborigines on Great Manitou Island, in Lake Huron, last year made upwards of 100,000 pounds of maple sugar, the most of which was bought by Michigan merchants in exchange for woollen and cotton goods.

NOVA SCOTIA.—A resolution passed the House of Assembly last week, by a majority of 26 to 13, guaranteeing the payment of £20,000 annually towards defraying the interest of a loan for the Halifax and Quebec Railway—£16,000 from the general revenues and £4000 by assessment in the city of Halifax—provided Great-Britain, New-Brunswick and Canada guarantee their respective quotas for a similar purpose.

AN AVALANCHE.—The Halifax Recorder of Saturday 24th says, that on Thursday afternoon, a mass of snow and ice slid from the slope of the hill at York Redoubt, upon Mr Thomas Bazely's house, which was situated below, burying and wrenching it from the foundation. In the house, an infant in the cradle was smothered to death; an older child was so severely crushed that its recovery can hardly be expected, and Mr. Bazely himself received considerable injury. A girl and boy who happened to be outside were forced by the driving mass into the sea, but they regained the land; the latter, however escaped narrowly, having got an arm broken in the scramble for his life.

JAMAICA.—Intelligence from Kingston to the 7th March, has been received at New Orleans.

In consequence of the Colonial Legislature having stopped the supplies, the Governor of Jamaica, Sir George Gray, has prorogued the Assembly to the 24th of March.

A public meeting was held on the 6th inst., in Kingston, to endeavor to get rid of the Executive Council, the members of which were appointed by the Governor, and are not responsible to the representatives of the people. The reform aimed at is to make them responsible for the acts of the Governor, and at the same time accountable to the people. The Mayor of the city presided, and there were many speeches made.

The royal steamship Clyde arrived at Kingston on the 6th inst. from Carthagena, with $800,000 in specie. Much of this, we presume, came across the isthmus to Chagres, though it is not mentioned in the papers.

The Kingston *Journal* of the 3d, says:—

We learn that a requisition to the Mayor is in course of signature for a public meeting to take place in the Court House of this city, to consider the propriety of addressing a memorial to Her Majesty and both Houses of Parliament, for extending to this island a similar constitution as that now possessed by the British North American Provinces. Many persons are of opinion that nothing but a responsible system of government will resuscitate the dying throes of this colony.

KINGSTON, (Jam.) SUGAR MARKET, March 2.—Barrels of sugar sold at 16s. 6d. per 100 pounds.

[FROM LATE ENGLISH PAPERS.]

The following list of the killed at the battle of Chillianwallah is given by the *Bombay Times*:

Brigadier J. Pennycuick, H. M.'s 24th Foot; Lieutenant Colonel R. Brookes, H. M's 24th Foot; Major C. Ekins, Deputy Adjutant General; Major D. Bamfield, 56th N.I.; Major H. W. Harris, H. M's 24th Foot; Captain W. H. Ross, 30th N.I.; Captain E. Christie, 3rd 1st Brigade Horse Artillery (died on 15th); Captain C. Lee, H. M's 24th Foot; Captain C. R. Harris, H. M's 24th Foot; Captain J. S. Shore, H. M's 24th Foot; Lieut. G. Phillips, H. M's 24th Foot; Lieutenant O. B. Payne, H. M's 24th Foot; Lieutenant G. A. Woodgate, H. M's 24th Foot; Lieutenant A. J. Cureton, H. M's 14th Dragoons; Lieut. A. Money, 25th N.I.; Lieut. A. M. Shepherd, 6th Cavalry; Lieut. J. A. Manson, Artillery (died the same night); Lieut. A. N. Thompson, 16th N.I. (doubtful); Quartermaster Price, H. M's 24th Foot (doubtful); Lieut. W. Warde, 56th N.I.; Ens. F. W. Robinson, 56th N.I.; Ens. A. C. de Morol, 30th N.I.; Ens. W. Phillips, H. M's 24th Foot; Ens. H. C. B. Collis, H. M's 24th Foot; Ens Pennycuick, H. M's 24th Foot.

It is said the war in the Punjaub costs the East India Company £5000 per day.

A late letter from the north says that the Mussulman Chiefs of Peshawur have formally conferred on Dost Mahomed the title of Defender of the Mahomedan Faith!

The annual meeting of the "General *Ship Owners' Society*," held at London 3d inst. at which there were representatives from several shipping ports, unanimously adopted the following resolution:

"That this meeting entirely concurs in the sentiments contained in the report, regards the measures now before Parliament for the virtual repeal of the Navigation Laws, as fraught with consequences destructive to the shipping interest, and dangerous both to the welfare and safety of the country, and calls on shipowners cordially to unite in the most strenuous efforts to induce the Legislature to reject the bill."

In the House of Lords on the 9th March, Earl Harrowby presented a numerously signed petition against the repeal of the Navigation Laws, and praying the House to reject the bill should it come up to their Lordships' house.

The 150th anniversary of the Society for Promoting Christian Knowledge was held on the 8th inst., in St. Paul's Cathedral, London. The Society was instituted in 1709 by five persons, including the Rev. Dr. Poray. Since 1733 it has distributed bibles, prayer books and other religious and useful works both at home and abroad to the number of ninety-four millions.

The Christian Knowledge Society has voted a second £1000 for the Cathedrel of Fredericton, British America.

DEATH OF BERNARD BARTON.—On the 19th Bernard Barton, the Philanthropic Quaker and poet, died very suddenly at Woodbridge, of an affection of the heart.

The *Cologne Gazette* announces the death of Prince Waldemar of Prussia. He breathed his last at Munster, on the 17th February, in the arms of his father, Prince William of Prussia, uncle of the present King, and Governor of Mayence. The Prince was thirty-two years of age, and died from the consequences of a fall received while hunting.

REMOVAL OF JOHN MITCHEL.—Orders, we understand, have been issued for the removal of John Mitchel from Bermuda to the Cape of Good Hope. The climate of the latter colony is very genial, and peculiarly adapted for persons affected with pulmonary complaints, so much so that it is considered a Madeira for the East Indians.—*Cork Examiner*.

ONE OF THE LATE IRISH LEADERS.—Mr. Eugene O'Reilly, the young gentleman who figured rather prominently in the councils of the late Irish Confederation, has entered the service of his Majesty the King of Sardinia, as a lieutenant of Lancers, with pay at the rate of 180f. a month.

The Queen of the Belgians has arrived in England on a visit to the family of Louis Philippe, her father, and proceeded at once to Claremont.

A veteran soldier, named Thomas Pennicook, aged 104 years, has lately died in the Chichester Poor House. He fought and was wounded at the battle of Bunker Hill. He lived in the Alms house from choice.

At a meeting of the Thames Tunnel Company it was stated that the weekly average of passengers through the tunnel was about 18,000. The tolls taken last year amounted to £3,796 8s. 3d.

The Steamship *Great Britain* it is stated has been sold in England for £25,000, to go to California.

On the last Tuesday of February a large number of Mormons left Swansea for Liverpool, whence they were to sail for California. Many are substantial farmers, and others who have arrived at an extreme old age, had a substantial belief that they would arrive at the "New Jerusalem." Their object is the pursuit of agriculture rather than gold digging. Their leader is a popular saint named *Dan Jones*.

POLAND.—Serious disturbances have again taken place in Poland. A regiment of troops which was entering Cracow was received by the inhabitants with great indignity, whereupon the troops returned the attack at the point of the boyonet. Large bodies of Russian troops are concentrating on the frontiers of Galacia and Poland.

Lamartine and the French Revolution.—Lamartine has sat down, with pen in hand, to repair his dilapidated and half ruined fortune. During the whole of January he has been laboring at his "Confidences d'Enfrance;" at a tragedy founded on negro emancipation; at a new edition, in fourteen volumes, of his selected political and poetical works; and at a history, in two volumes, of the revolution of February.

[FROM LATE AMERICAN PAPERS.]

CALIFORNIA ASSOCIATION OF AMERICAN WOMEN.—An association of American women is now forming in New York, under the auspices of Mrs. Farnham, (widow of T. J. Farnham, who died at San Francisco last summer) for the purpose of emigrating to California. The association is approved of and recommended by a number of the first ladies and gentlemen of New York, including clergymen, judges, &c. No ladies under 25 years of age to be received, and to be well recommended for good character, fitness and capacity. The splendid ship Angelique is engaged to convey the company to San Francisco, via Cape Horn, to sail about the middle of April—passage $250. The movement, (says the Boston Journal,) has excited some indignation on the part of some of our bachelor friends, who regard it as an artful design to withdraw a large number of marriageable females from the market. Their wrath will doubtless be somewhat appeased when they learn that none under twenty-five will be received.—The $250 is to defray the expenses of the voyage, make suitable provision for their accommodation after reaching San Francisco, until they shall be able to enter upon some occupation for their support, and create a fund to be held in reserve for the relief of any who may be ill, or otherwise need aid before they are able to provide for themselves.

The Hon. Robert C. Winthrop is spoken of as likely to succeed Mr. Bancroft as Minister to England. There is no man in the country better qualified by education and experience to adorn a foreign Court, than the late Speaker of the House of Representatives; and Mr. Winthrop is one of the few distinguished statesmen who can *afford* to accept the mission to England."—*N. Y. Mirror*.

No Credit!—A bill has been introduced in the Wisconsin Senate to abolish all laws for the collection of debts.

About three thousand buildings were erected in Philadelphia during the year 1848.

NEW YORK, March 29.

GREAT STORM.—The city gave evidence yesterday morning of the temper of the storm which raged here on Tuesday. The rain, which happily fell between midnight and half past eight o'clock, in torrents at times, had the effect to melt and wash away the snow from the sidewalks, so that pedestrians were enabled once more to make their way over the pavements without encountering three or four inches of saturated snow, as they were literally compelled to do on the evening previous, if they walked out at all. The weight of the snow and rain, added to the force of the wind, had the effect during the prevalence of the storm to bring to the ground a great number of various signs; and all along the streets might be seen the dilapidated remains of painted boards, transparencies, images in wood and plaster, awning posts, hatters signs, and, in short, specimens of all the business indicators which shopkeepers of all kinds use to make known the business which they pursue. One feature presented itself after this storm, which we never recollect to have seen before. In Broadway and other great thoroughfares were to be seen, here and there, the wrecks of umbrellas, which had been actually torn from the grasp of their owners, and more than "one shocking bad hat" was visible on the carriage ways. When the storm commenced, much good was anticipated from it by those who hoped that it would wash much of the mud from the streets; but their hopes were blasted when the snow began to fall. We have had the storm and its disastrous effects, but are in no measure relieved of the mud, mud, mud, to be delivered from which all Gotham do ever pray.—*New York Herald*.

The gale was severe along the whole American coast, from Boston to the Southern States, and had caused much damage on the coast and on the land.

Great Loss of Property at Chicago.—On the 12th March, the breaking up of an immense mass of ice at Chicago, carried away all the bridges across the river and many of the wharves. There were in port at the time four steamboats, six propellers, twenty-four brigs, sixty schooners and sloops, and fifty-seven canal boats; most of which have either been totally destroyed, or seriously damaged. The river was jammed some distance below the town by the drifting mass of vessels, and it is supposed that two hundred thousand dollars worth of property has been destroyed—and what is of more value, a number of persons lost their lives.

THE FLOOD AT CHICAGO.—The city presents, at the present time, a gloomy appearance. There is no getting to or from it by land or water. Bridges all gone, shipping in a wrecked condition, the roads awful muddy or overflowed. The loss sustained by the city in bridges alone, is $10,000; and the entire amount of the loss sustained by the flood at Chicago, cannot be less than $115,000. The flood on the prairie must have been enormous. Mr. Goodwin, the Canal Superintendent, stated that a steamer drawing only five feet of water could have proceeded directly from Chicago to St. Louis.—*Cleveland Herald*.

AMOUNT OF WHEAT AND FLOUR IN STORE AT MILWAUKEE.—We learn from the Milwaukee Sentinel and Gazette that there was in store in that city on the first of March 448,365 bushels of wheat, and 48,219 bbls. of flour. Last year at the same date there was in store 188,537 bushels of wheat, and 122,500 bbls. of flour. The increase this year over last is equal to 360,000 bushels.

At Chicago, Michigan City, Little Fort, South Port, Racine and Milwaukee, there are *one million and thirty eight thousand* bushels of Wheat in store—and vessels enough in ports on Lake Michigan to carry it all forward to market.

In 1835, only fourteen years ago, there were not 5,000 white inhabitants, between Lake Michigan and the Pacific Ocean! Now there are nearly 1,000,000.

BOSTON, March 26.—The ship Czar, Captain Kennedy, has arrived at this port, having left the Sandwich Islands on November 10th, and Tahiti, December 8th. She brings $70,000 in California gold.—The ship Crusader has also arrived at this port from Valparaiso, with $55,000 in California gold.

AN IMMENSE CATCH OF MACKAREL.—Upwards of 500,000 mackarel were carried into Plymouth on Saturday last. This immense quantity was taken between the Eddystone Lighthouse and the Rame Head, by 60 or 70 boats, belonging chiefly to Penzance. The fishermen obtained an average price of 8s. per 120, so that the first cost of the day's catch would be over £2000.—*English paper*.

OPPOSITION IN FULL BLAST.—The splendid steamers Oregon, Empire, and Rip Van Winkle, left for N. York last evening, passage *twenty five cents*. This is getting into the excitement rather early in the season, and will prove a ruinous experiment to the boat owners if persisted in. But we presume the travelling public won't complain much.—*Albany Express*.

Numerous parties of overland emigrants are proceeding from the Western States to California, via Arkansas, Missouria, Santa Fedo, which is said to be the best route. In some cases whole families are leaving for the land of gold, provided with all necessary utensils, implements, &c. for the journey over the mountains and through the wilderness.

Immense Cargo—The St. Louis Republican of the 14th inst., notices the arrival of the steamer Sultana at that port, bound from Quincy, Ill., for New Orleans, with "the largest cargo believed to have ever come down the Upper Mississippi on one boat." Her freight list consisted of—pork and beef, 3,968 bbls.; pickled beef, hams and shoulders, 1,340 tierces; lard, 483 tierces and 1,063 bbls.; flour, 3,275 bbls; pork, taken on at Cin., Ill., 470 brls.

At St. Louis the Sultana took on board 250 head of beef cattle, which swelled her freight to nearly *sixteen hundred tons!*

FROM THE PACIFIC.—The brig Perfect, Capt. Gardner, arrived here yesterday from Chagres, which port she left on the 1st. She brought as passenger Lieut. Henry Lewis, U. S. Navy, late of the U. S. frigate Independence.

He left Callao on the 13th February, and reached Panama on the 25th. Here he found an immense number of emigrants, anxiously waiting for means of transportation to San Francisco. There were, as he estimates, about 1800 persons.

The steamer Oregon reached Panama on the evening of the 23d ult., and was expected to leave for San Francisco between the 10th and 14th inst. She would take three hundred passengers on board. There would then remain not fewer than 1500, for whom means of going forward were to be found. The brig Belfast, chartered by 200 emigrants, left Panama morning of the 25th ult. The want of shipping was the grand obstacle at Panama, which indeed was increasing to intensity. On the whole, the prospects of the emigrants were for the moment overcast, from the unfortunate concurrence of events that delayed their onward progress.

Lieut. Lewis represents the appearance of the emigrants, physically and morally, as highly favorable. Indeed, he says, they are as fine a body of men as he has ever seen, and he laments the straits into which they have fallen. Bread is rare at Panama, and enormously high. Six small loaves, not larger than the fist, cost 37½ cents. The expense by water, incurred by a passenger, from Chagres to Gorgona or Cruces, is from $50 to $100. Here the land travel begins, and the price of a mule from Cruces to Panama is rather more than $10. Lieut. Lewis paid $31 for three mules from Panama to Cruces. A bill of fare for passengers who went on by the brig Belfast, was stuck up at the U. S. Consul's, where the food allowed was beef and yams, and pork and yams, alternately, day by day—but no bread. Notwithstanding every drawback to which the emigrants were exposed, they still preserved a dauntless spirit; their ardor was undiminished. The road from Panama to Cruces was dry but hilly.

The proclamation of Gen. Smith, interdicting foreigners from visiting the gold placers, had just reached Callos when Lieut. Lewis left. It had occasioned a great sensation,—disappointment, of course, being the principal feeling therein. The latest accounts from California at Callos were, that recent discoveries had been made of gold placers which were of immense value; they exceeded by far the preceding representations of the abundance of the precious metal on the Sacramento. The merchants at Valparaiso had made enormous profits on investments of goods, provisions, &c. &c., to California. One cargo had been sold at a clear gain of $120,000.—*N. O. Picayune of 14th*.

PANAMA, February 24.—The steamer Oregon, Capt. Pearson, arrived here on the evening of the 23d February, sixty-one days from New York. Running time, fifty-five and a half days; passing through the Straits of Magellan in thirty-six hours.

The Oregon passed the United States steamship Massachusetts, Capt. Wood, in the Straits of Magellan, at anchor, on the 25th January, bound through.

MAZATLAN, Feb. 15.—*Appearance of Mazatlan*—Well, here sit myself and General Smith, at the hospitable mansion of the British Consul, M. Talbot, writing letters to our beloved country. Mazatlan looks much like an American city—that is, more American than anything I have seen since I left New York. I have seen the first cart on wheels, and the first coach. There are 10,000 people here, and many of the ladies are really beautiful. The harbor, like all of the harbors I have seen on the Pacific, is very fine. Nature has done all for them. We leave in two hours for the steamer in a boat, two miles distant, and the steamer leaves immediately after. Several hundred are here, anxious to get passage. Several vessels are in port, and all bound for California. The reports are all confirmed. The best evidence of the plentifulness of California gold, being that everything in the shape of a vessel is off for California.—*N. Y. Herald*.

Extension of the Magnetic Telegraph to the Pacific Coast.—A letter from Vera Cruz says that Mr. G. W. Skinner, from Providence, R. I., had arrived there, and had had a conference with the Mexican authorities in relation to constructing Morse's Magnetic Telegraph from Vera Cruz to Mazatlan via City of Mexico. He received strong encouragement from the government, and will proceed on an examination of the route in a few days.

The clipper ship Sea Witch, Captain Waterman, arrived at New York last week, after an unprecedented short passage from Canton, of 74 days, and fourteen hours; passed the Cape of Good Hope in 36 days.

The gold fever was raging to a considerable extent in China, and the "China Mail" quotes largely from the "Californian."

THE BARBARITIES OF OUR ANCESTORS.—Macaulay says in his history of England:

"It is pleasing to reflect that the public mind of England has softened while it has ripened, and that we have, in the course of ages, become not only a wiser but also a kinder people. There is scarcely a page of the history of the lighter literature of the seventeenth century which does not contain some proof that our ancestors were less humane than their posterity. The discipline of workshops, of schools, of private families, though not more efficient than at present, was infinitely harsher. Masters, well born and bred, were in the habit of beating their servants. Pedagogues knew no way of imparting knowledge, but by beating their pupils. Husbands of decent station were not ashamed to beat their wives."

We wonder what the historian will think of us when he learns that our Senate have just refused to abolish the ancient practice of flogging sailors.—*New York Mirror*.

PROVINCIAL LEGISLATURE.

HOUSE OF ASSEMBLY.

The Hon. Attorney General's Speech on the Saint John and Shediac Railway, concluded.

The fourth reason set forth in the Report was—"Because it must lead to the construction of a Line from Halifax to Shediac, and from St. John to the American Frontier, which would make it a part of the great highway from Europe to the remotest States of the Union." By letters lately received from a friend in Nova Scotia, he learned that the Legislature of that country were moving in the matter, and he had no doubt but they would at once push on a line from Halifax to Shediac, as they were apprehensive that we should cut them off from the Gulf trade. Now, how would our line pay, provided the two lines were in operation?—Why, we should have the advantage of a level road, and they would not, so that the same tractive power it would take to haul 22½ tons on their line, would haul 46 tons on ours; or more than twice the amount. Besides, we should have the advantage of some 40 or 50 miles in the distance. These Provinces were in the foreground of the American Continent, forming the nearest point to Europe. If the Shediac Railway was constructed there was no doubt but the line would be continued to Calais, where it would unite with an American line; and travellers to and from Europe would go this way, as they could travel by Railway in one fourth of the time it would take by steam navigation. Railways were one of the most important of modern inventions, as it favored civilization. No doubt but more frequent intercourse with our Western neighbors would tend to soften down asperities that had hitherto existed. (Here the hon. member read an extract from Macaulay's Works, showing the importance of Railways.) The Report had also stated that "no line of equal extent can be found in the Province, which can be so easily and cheaply constructed, or which can present such prospects of immediate advantage to every department of industry, whether connected with the Fisheries, the Agriculture, or the Commerce of the Province."—Now, all he should say upon this part of the subject was, that the Committee knew of no other line that could show so many advantages as this, and if any hon. member who was opposed to the Report would point out such line, within the means of the Province to construct, he (hon. Attorney General) would go with him in adopting it. As to this measure being opposed, he had made up his mind to that. Scarcely any measure, no matter how important or beneficial to the community, but had met with opposition when it was first proposed.—When it was first proposed to light the Streets of London with lamps, it met with strenuous opposition. When it was first proposed to run a Fly Coach from Oxford to London in one day, it was opposed, and a petition to Parliament was got up against it, setting forth the injury it would be to the Taverns on the road, and praying that no coach might be suffered to travel over 30 miles a day! Vaccination was another useful invention which at first met with opposition. He considered it so important for this Province to have a Railway, that he would go for the best line within their means, and not stop to count the cost. (The hon. member then read the paragraph in the report in which is embodied the aid proposed to be given—the Province to take one half the Stock £250,000—payable in 40 years, by issuing Scrip to that amount, and to guarantee 5 per cent interest on the other half for 25 years.) In making this proposition, he (hon. Attorney Gen.) had assented to it because he was adverse to the Province guaranteeing the interest and leaving the line to be wholly constructed by a private company, for being thus secured, they would also have the power to charge what fare they chose. He would have been glad if the Province could take all the stock, but the Committee considered it beyond their means. By the plan recommended, the Province would have one half of the control, and at the same time would have the benefit of the intelligence and advice of those who would become stockholders, while this joint concern would ensure proper economy. The whole cost was estimated at £500,000. This estimate was generally considered too high, but it was none the worse for that. With respect to the projected line of Railway from St. John to Quebec, he had no doubt but Canada would co-operate so far as to build her part of the line from Quebec to the River Du Loup, a distance of 110 miles; and that section of the line would immediately pay, as it was through a level country, and so thickly settled that it was almost one continuous village. But the whole line would cost £2,500,000, which was beyond our means. He should wish the advocates of this line to bring forward their facts and figures to show that it would pay. All the little property he owned was in the County of York, and would be benefitted by this line, he therefore *wished* to be convinced; but he must say that he could not think a line from St. John to Fredericton, via the Douglas Valley, would pay, or a line from Fredericton to Woodstock, as both of these lines would have to compete with steam navigation during the summer months. Besides, he was doubtful if this Province had credit sufficiently good to incur a debt to the amount it would take to construct a Railway from St. John to Quebec. He had heard it remarked on a late occasion that we should be thought more of in England if we could manage to get in debt. No doubt there was truth in this remark, but he would not consent to incur a large debt to construct a Railway, unless it could be shown that there was a fair probability that it would afford an adequate return. Now the line the Select Committee had recommended did offer a fair presumption that it would prove remunerative.—(The hon. member here read an extract from Mr. Wilkinson's Report, setting forth the probable returns from the St. John and Shediac line.) He again would protest that in advocating this measure he had been actuated solely by a sense of duty. Let them take up this great work, act with unanimity and energy in the matter, and they would see the Province take a movement onward, which must lead to future activity and prosperity. He could say much more, but should reserve for their remarks until another occasion. Of course he had prepared resolutions on the subject, which he should move at a proper time.—A public meeting had been held in Fredericton the previous evening to take into consideration the subject of Railways, at which some Resolutions were passed, and a delegation had placed them in his hands that morning, as he was Chairman of the Select Committee. (Here the hon. member read the said Resolutions, and commented upon them in rather sarcastic terms.) The first of those Resolutions contained statements, in support of which he wished the mover or seconder would furnish him with the facts and figures from which they had drawn their conclusions. The second resolution condemned the Report of the Select Committee as being hasty and premature. It was not so; the Committee had acted deliberately. He would lay those Resolutions on the table for the information of hon. members, merely observing that the meeting was large and respectable, and their opinions entitled to consideration. (The hon. member then read the first of his Resolutions, which was to the effect that the Province must have a Railroad.) This Resolution he would then move. He should reserve whatever else he might have to say until he came to reply at the close of the debate. He hoped the debate would be conducted without any improper warmth of feeling, and that whatever they might do would be for the good of the country.

On Wednesday, the House went into Committee on a Bill to widen Mill Street, St. John. The Bill provided that the inhabitants of Portland, as well as the inhabitants of the City, should be taxed to pay the expenses; as the propriety of this was questioned, and as the Road Committee was sitting, Mr. Ritchie, who had charge of the Bill, consented to report progress.

On Thursday, the House took up the Bill to amend the City Charter of St. John, and passed all but three or four sections. These were reserved for further consideration. This Bill is not precisely as it was sent up by the Corporation, it having been amended by the St. John members in the two Houses. The following are some of its prominent provisions as it now stands:—The Mayor to be elected by the Common Council, the Members of which are to be eligible.—A Police Office to be established, and a Stipendiary Magistrate to be appointed by the Common Council, with a salary not exceeding £300.—A City Clerk to be appointed in the same manner, with a salary of £150.—The qualifications of Aldermen and Electors are unaltered, but the former are not obliged to be residents of the ward for which they are returned.—A Registry of Voters to be kept; and coloured persons to be allowed the same privilege as others.—Elections to be conducted by Commissioners.—No Magistrate to take fees for public business, except in the City Court or Court of Common Pleas.—The Bill is to be passed with a suspending clause.

Mr. Connell then moved a Resolution in favour of giving the St. Andrews and Woodstock Railway Company, when the line is complete, all the ungranted Crown Lands within five miles of the track.—Messrs. Woodward, R. D. Wilmot and Ansley, then took occasion to say their conduct on the Shediac Railway measure had been grossly misrepresented.

Mr. Woodward said he had never said one word against the Bill, but had merely said he should have preferred another plan, which he had brought forward.

Mr. R. D. Wilmot said he stood there not as a mere delegate, but as one of the Legislators of the Province, and therefore was bound to act conscientiously according to the best of his judgment. He had no objection to the Shediac Railway; on the contrary, he was most anxious that it should go on, but he was opposed to incurring such a large amount of Provincial debt to construct it.

Mr. Ansley said he had also been in favour of the measure, but those who brought it forward had told them how the Province could get into debt, and his only objection had been to the want of proper information as to how they should get out of debt. The Resolution was rejected.—*Chronicle*.

On the foregoing subject the *Courier* of Saturday last has the following remarks:—

"The statement that Messrs. Woodward and Wilmot had declared that they would vote against the Shediac line, is perfectly correct. That line had been recommended to the House by a Select Committee, whose Report clearly pointed out the mode of raising the means, and carrying out the work; and the Report fully sustained the resolutions unanimously adopted by the Public Meeting at St. John. In fact, the Report embodied the very essence of those resolutions, and sought to carry them out in every respect.

"The simple question, then, before the House and the country, was this, Shall the Report of the Select Committee be sustained? Although a member of the Select Committee, Mr. Woodward refused to sign the Report. During the first day's debate, and instantly after Mr. Boyd moved his amendment to the Attorney General's first resolution, Mr. Woodward brought forward his scheme of Railways; and this was the original "apple of discord" which so greatly prolonged the debate, and created so much confusion.

"Mr. R. D. Wilmot, on a subsequent day, brought forward his plan of Railways, which differed widely from the Report of the Select Committee. It was another affair altogether; it furnished another "bone of contention," well calculated to draw members away from the consideration of the plain and simple question before them.

"The standard by which these gentlemen are to be tried, is simply this—Did Messrs. Woodward and Wilmot sustain the Report of the Select Committee? *They did not!* But Messrs. Partelow, Ritchie and Jordan *did* sustain that Report, with every particle of the energy and ability which they possessed; *they* did their very best to meet the views and wishes of their constituents, and to carry them out in the manner which would be in exact accordance with the feelings and the interests of the people of St. John.

"With reference to Mr. Ansley, the same question may be put—Did *he* sustain the Report of the Select Committee? During four long days of a most exciting debate, he maintained a profound silence. In the evening of that fourth day, he was intreated by Mr. Ritchie to join Mr. Partelow, Mr. Jordan and himself, in sustaining the Report. His only answer was, 'that no man knew his opinion,' and he would not allow Mr. Ritchie to use his name as an advocate of the Report. Mr. Ansley preserved the silence on which he seemed so much to pride himself, until a late hour on the fifth day (Saturday,) and he then made a speech adverse to the financial principles of the Report, and thus assailed its most vital part. His extraordinary conduct throughout the debate, and his refusal to join Messrs. Partelow, Ritchie, and Jordan, gave rise to the belief that he supported Messrs. Woodward and Wilmot; and that belief has since been so fully confirmed that there need no longer be a doubt about it."

MARCH 26.—The Honorable Mr. Partelow, from the Committee appointed on the thirty-first day of January last, and to whom was referred the state of all the Roads of Communication in the Province, with directions to report what sums will be required for the repairing and improving thereof, submitted a Report,