

NEW-BRUNSWICK. HOUSE OF ASSEMBLY.

From the Head Quarter's Reports.
Saturday, March 24.
Immediately after reading the Journals, and the transaction of some routine business, on motion of Mr. Boyd, the House went into a Committee of the whole, on "a Bill to aid in the construction of the Saint Andrews and Quebec Railroad."

Mr. Boyd hoped that hon. members would not be seized with any unnecessary alarm at the bringing in of this Bill. It was well known that the stock of this company was divided into two classes—one for the stockholders in England and one for the people of this country. The money belonging to class A, or the English stock, was ready, but before that money could be appropriated it was necessary that the people on this side of the water should be prepared to keep up their end of the yoke. It was also well known that from the great depression in business, and from the repeated failure of the crops, previous to last year, that money was not to be had. It had almost disappeared from the country. Yet the stockholders here were willing to persevere, and they now came to the Legislature to ask the Province to lend their authority to the company to issue scrip to the amount of £30,000 sterling, and guarantee the payment of the same thirty years hence. The company, as secretary, would place in the hands of the authorities a bond, securing the amount thus asked for, on the entire property of the company. An additional security was, that they would not ask for a single shilling of this scrip until there was completed and in actual operation at least thirty miles of this Railroad, with carriages complete. The very expenditure of the large sum of money which would be necessary to complete this amount of labour, would in itself be of great advantage to the Province, by the consumption of dutiable articles which these laborers must have. Besides this, the company were now taking steps to settle the country on the line of Railroad, and there could not be a doubt that the population of the Province would be induced to come into the country, would more than recompense the Province for the small additional aid they now asked for. True, he might be told the Legislature had already given this company a good deal of encouragement. He admitted that was the case, and he believed the company were grateful for it. It was not the particular interests of the company which he stood there to advocate, but the interests of his constituents, whose welfare was so deeply involved in the success or failure of this enterprise. It was also the interest of the whole Province that this undertaking should be completed. The Americans were already tapping these Provinces, by Railway, in all directions. He expected soon to hear of a Railway to Calais, and if that were completed before the St. Andrews and Woodstock Railway should go into operation, he feared they might bid good-bye to Railways in this Province. The present Bill would not do as it was, and he had prepared an amendment to every section, but, in the meantime, he would now move that it be read section by section.

Mr. BARRETT said, that he was surprised at the little interest which the House seemed to take in this Bill. He hoped, however, that it was not about to slip quietly through the House and involve the country in a large additional amount of money for the encouragement of this Railway. He was not surprised at this application. It was nothing more than he (Mr. B.) anticipated when the House first granted extraordinary facilities to the St. Andrews and Quebec Railway Company. He prophesied then, that year by year applications for additional aid would come up, and the event had shown that he was not mistaken. They had given them guarantees to the amount of £125,000 one year, the next they came praying for land; that had also been given them to a large amount, and when they asked for that the House was told that they would ask for nothing more, but here they are again asking the Province to give a guarantee for £30,000 sterling on scrip, payable in thirty years. It was neither more nor less than asking the Province to give them that amount of money in addition to all that they had already received, and he, for one, was not prepared to do any such thing. He hoped, therefore, the Bill would not pass, and, in order to test the feeling of the House he would move that the Bill be read, section by section, this day three months.

Hon. Mr. PARTELOW was quite willing to acknowledge that this was a very important undertaking, but it had been already going on for four or five years, and not a yard of rail laid down yet. The House had frequently been called upon for aid, and they had received all sorts of assurances that the work would be proceeded with. They had gone on giving facilities in the dark. They knew nothing of the affairs of the company, and he, for one, would go no further until such specific information was laid before the House as would enable hon. members to see what they were doing. If, on strict investigation, they should find that thirty, or forty, or even fifty thousand pounds, advanced in scrip, would insure the completion of the work, he (Hon. Mr. Partelow) would be disposed to entertain the application; but, until this was ascertained, he for one would put his foot upon that Bill. If the applicants hoped for further aid, they could not succeed until such information as he had described was before the House.

Mr. CONNELL described at great length the benefits which this Railway would be to the country lying between Woodstock and Saint Andrews, and to the entire region of country lying above Woodstock, where a

very large surplus of agricultural produce was raised last year, for which there was no outlet until the River Saint John opened, and when it did open, the quantity to come down must soon glut that single market, and reduce prices to a rate which could not remunerate the farmer, thus discouraging agricultural pursuits in the finest agricultural district in the Province. The hon. member also contended that the Province would be perfectly safe, as thirty miles of road must be completed before the scrip would be called for, and assured the committee that from circumstances which had come to his (Mr. C.) knowledge, the road would go through this facility were given.

Mr. GUINER opposed the Bill as a mere asking for so much money. The hon. member from Charlotte (Mr. Boyd) said he was advocating the interests of his constituents, while supporting this Bill. He (Mr. Guiner) was advocating the rights of his constituents in opposing it. He had no idea of taking their money and giving it to this company to squander on visionary projects. He had, therefore, much pleasure in seconding this motion to postpone the Bill for three months.

Dr. THOMSON supported the Bill, arguing that a failure in this undertaking would be the failure of all the Railroad schemes in the Province. He was perfectly willing that the company should be called upon for the information required by the Hon. Secretary, and he had no doubt it would be cheerfully and promptly afforded.

Mr. BROWN spoke long and earnestly in favor of the Bill. His own constituents, many of them, he believed, thought him but had heard in the support of this undertaking, and believed him sceptical as the benefits to be derived from it when completed. Be that as it might, he was persuaded that if this undertaking did not go on, no Railway could be made in New Brunswick. There were thirty miles of the road already located. He had seen himself the stakes put down, in several places in the interior, where he had formerly lumbered. The people on the other side had done their part, and now it was for them to do theirs. He was sure the company would have much pleasure in affording the House all the information they required, and he was glad to hear from the hon. Secretary that if such information was satisfactory he would be inclined to entertain the Bill. He hoped, therefore, his hon. colleague would consent to report progress, until the desired information could be laid before the House.

Mr. BATTLE followed, in support of the application, giving it as his opinion that when capitalists in England had come forward with their credit, their money, and their purse, to aid this Colony in making a Railway, and they should now abandon the undertaking and leave them in the lurch, for want of means on the part of stockholders, on this side of the water, that they need never again expect to go the stock exchange with security of any kind, for capitalists would not look at it. It was a pity that this undertaking should be knocked in the head by the narrow views hon. members who knew little about what was going on in other parts of the world—who, like his hon. friend from Queen's, lived in clover themselves, but did not sympathize with the inhabitants of other parts of the Province. He hoped such gentlemen would not oppose this Bill, until they had the information sought for laid before them.

Hon. Mr. HANINGTON pointed out that the completion of thirty miles of this Railway would be no security to the Province for this further advance. That if it went no further than thirty miles it could be of no use, and that the entire undertaking would be a dead loss. That this additional facility would be held out in England as an additional proof of the faith which the Legislature of this Province had in the accomplishment of the Railway; and should it be abandoned, and innocent parties on the other side of the water lose their money—should the widow and the fatherless come to that House and apply for the repayment of their all, lost in an undertaking into which they had been drawn by these facility Bills, who, he would ask, could resist their application? He was not prejudiced against the undertaking, but could not support the Bill.

Mr. JORDAN would go no further in this matter without further information. He did not think that the language used by the Hon. Secretary General was calculated to benefit his cause. If any gentlemen lived in clover he thought it was the officials about Fredericton, who enjoyed high salaries and had little work to perform. He would go against the Bill, if pressed to a division at the present time.

Mr. BOYD had the general reply, and concluded by moving an amendment that the progress be reported, which was carried, and the House resumed.

From the New Brunswick Reports.

Monday, March 4th.
On motion of Hon. Attorney General, the House went into committee on a Bill to consolidate and amend the law relating to Landlord and Tenant. Progress was reported after a few observations.

Hon. Mr. PARTELOW, on the part of the Committee appointed to prepare a Revenue Bill, brought in a report from that committee, to the effect that they had prepared a Bill. The report and Bill were received, and the latter read a first time. Also, a Bill relating to the trade between the British North American Colonies, which was read a first time. Hon. Mr. Partelow laid before the House the Blue Book for 1848; the Treasurer's Accounts for 1849; a report on the contemplated rail road between St. John and Shediac, together with a number of other public documents.

Mr. RITCHIE presented a petition from inhabitants of Westmorland, praying for aid to construct a rail road from Shediac St. John, and praying that the same be commenced

during the present year. It was ordered that 100 copies of the Report on the Shediac Rail road, be printed; also of the Report on the Navigation of the River St. John.

(Tuesday, 5th March.)
The House went into Committee on the further consideration of the Bill relating to Landlord and Tenant. The Bill passed with some amendments.

On motion of Hon. L. A. Wilnot, the House went into Committee on the Bill to consolidate and amend the Law relating to Landlord and Tenant, which passed without discussion.

The Bill to consolidate and amend the Laws for the regulation of Coins in this Province was next taken up. The Bill recommended that the current value of the Guinea be £3s. 4d., and that of the Sovereign 21s. This relative portion was objected to, because the sterling value of the Guinea was more than the Sovereign, and therefore the value of each should be regulated on a similar ratio.

Mr. Woodward moved to strike out the Guinea altogether; and after some observations with regard to the value of the Crown and other Coins, the Bill passed with few amendments.

Hon. L. A. Wilnot said there was a Bill before the House for consolidating the laws relating to the Great Roads of the Province. There were also other Bills brought in to establish an additional number of Great Roads, and he thought it might be better to let the general Bill stand over to see what would be done with the other Bills.

After some remarks from his hon. the Speaker, the general road bill was taken up in committee.

Several other local bills relating to roads were then taken up in order and passed in committee.

A bill to incorporate the "New Brunswick Society for the encouragement of native industry, agriculture and general commerce" was next taken up.

Mr. Brown spoke at some length, setting forth the advantages which would result from this and other similar Societies; and urging the necessity for Legislative encouragement. He said this was a measure upon which there could be but one opinion. There could be no difference on this point between Protectionists and Free-traders. It was a measure to develop the resources of the country; to promote manufactures; to stimulate to industry, and to induce people of capital into the Province. In a word, it was an annexation measure which if properly fostered and encouraged, would be a means of allaying much of the discontent and dissatisfaction which now prevailed.

Hon. Mr. HANINGTON agreed with the hon. member for Charlotte as to the utility of such societies as the one now under discussion. He believed that agricultural societies were very useful; but he did not think that all this House could legislate on the subject would make those societies efficient. He would like to give encouragement to such institutions; but he did not wish to see the revenue lavishly divided among those societies with so little practical result.

Mr. RITCHIE would like to see Central Board of Agriculture established; also, Agricultural School, in which agriculture might be taught on a scientific principle.

Mr. R. D. Wilnot said the hon. member for Charlotte (Mr. Brown) would encourage industry, but where was his protection to the produce of that industry? He believed that unless something was speedily done to protect and promote the interests of the country, very great changes were inevitable. These were changes which he would be sorry to see, and which he did not think necessary to mention at present.

Messrs. Taylor and Connell also spoke in favour of the Bill, and recommended encouragement to Agricultural Societies.

His Honor the Speaker thought the Fredericton affair had turned the Hon. member for York (Mr. Taylor) against incorporating any society. He thought it was better to report progress at present until the other Bills relating to agriculture were ready for discussion. He did not know how far this House could be justified in giving bounties, when they viewed the despatches of Earl Grey. It was better to defer the subject until the merits of those despatches were discussed. Progress was then reported.

NOVA SCOTIA.

From Halifax papers, we observe that an important set of Resolutions have been introduced into the Assembly, by the hon. Mr. Johnston. We deem it our duty to give the resolutions, as we believe the measures embraced in them, will yet be adopted in this Province. The following are the resolutions:

Whereas, The self-Government extended to the British North American Provinces by the Secretary of State for the Colonies, having placed the Local affairs of the Province in the hands of the Executive Council, untrammelled by any control on the part of the Lieutenant Governor or the Imperial Government, it is necessary to correct the anomalies and inconveniences unavoidable in the application of Imperial usages to a Colony; and a common duty is created, irrespective of party interest, to cast the Institutions of the Province into such forms as may unite the freest operation of the public sentiment with the most efficient, upright and economical exercise of the Executive, Legislative, and Municipal functions; nor is it less obligatory on this House to obtain more perfect stability and certainty for the principles of Provincial Government than can now be relied on—the present Secretary of State for the Colonies having, both in declarations and acts, shown that a Minister of the Crown in the administration of Colonial affairs may hold himself

free to disallow what a predecessor in the exercise of his official functions had established:

And whereas, First: As regards the Lieutenant Governor—This officer while in theory possessed of the Executive authority has been in reality denuded of all power, and should he attempt to exercise an independent control over the affairs of this Province he would disturb the principle of responsibility under which the Executive Council are now called to exercise the functions of Government—Hence so long as the Lieutenant Governor shall continue to be viewed as the head of the Provincial Administration, he must either sink into insignificance or become the instrument of Executive obstruction; in the one case the reverence due the Sovereign being insensibly diminished by the contempt engendered for the office of Her Representative; in the other the harmony of the Province being endangered by the violation of a principle which the British Government in the last two years has affirmed, and Earl Grey as Colonial Secretary, has sealed by acts of unmistakable significance:

And whereas Secondly: As regards the Legislative Council—The construction of the Legislative Council is inconsistent with the harmonious working of the present mode of Government and its useful influence as a Legislative Body; with a majority created by the Government of the day for securing party measures, the Legislative Council is for most essential purposes but the subversive instrument of the Provincial Government. The same majority on a change of parties would make it an obstructive Body opposed to the existing Administration and the wishes of the people as expressed by their Representatives in this House.

Resolved, That the most efficient remedy is to be found in the Election of the Legislative Council by the people for a limited period—the Members going out by Sections periodically: Thus the body would be brought nearer to the feelings and would more perfectly reflect the opinions of the Country, while the periodical Elections would enable the people to correct the inconveniences that occasionally might arise from its composition by an infusion of new Members.

Resolved therefore, That to avert the evils of renewing questions of Government which, after years of agitation and uncertainty, have been established by Imperial authority, it is proper that the Lieutenant Governor of this Colony should be unquestionably recognized as an Imperial functionary, charged with the protection of national interests and as the official organ of communication between the Parent State and the Colony, but holding no relation to Colonial affairs beyond the ceremonial of office.

Resolved further, That to fix this character to the Office it is proper the Lieutenant Governor should be paid entirely by the Imperial Government.

Resolved further, That if this Province shall be required to contribute any portion of the Lieutenant Governor's Salary, the sum of £1000 would fully meet the just proportion of this Colony and the value of his services under the present system—this House deeming it unjust that so large a sum of £3000 Sterling should be now paid by the Province, and absurd that £250 Sterling or any sum, should be granted for the Private Secretary of an officer who himself has but to subscribe the documents that others are required to prepare.

To Correspondents.—"A Charlotte Farmer," and "J. K. B." received, and will be inserted in our next number.

THE STANDARD.

ST. ANDREWS, WEDNESDAY, MAR. 13/1850.

Charlotte County Bank.

Hon. HARRIS HATCH, President.

T. B. WILSON, Esq., Solicitor.

Discount Day—TUESDAY.

Hours of Business, from 10 to 2.

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

Alms and Work House.

Commissioners—H. H. Hatch, A. T. Paul, Thos. Sampson, John Irwin, D. Bradley.

St. Andrews Manufacturing Company.

R. M. ANDREWS, Esq., President.

Saint Stephens Bank.

Wat. Todd, Esq., President.

Discount Day—SATURDAY.

Hours of business, from 10 to 1.

BILLS 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.

Our Subscribers will oblige us by paying our Collector, who will call upon them with their accounts for the last year.

Arrival of the Steamship



Canada.

From the Telegraph Despatch, published in the Courier, we copy the following items of news. The Steamship Canada arrived at Halifax at half past 8 p.m. on Friday, with dates to the 23d ult. The Niagara arrived at Liverpool on the 17th.

Cotton has declined fully 1-4d. during the fortnight.

The Corn market is dull, and prices nominal. In the Money Market there is increased stringency; consols closed at 95-1-2.

Coffee, dull, with lower prices; and the same may be stated as respects Sugar.

During the month, eight timber-laden vessels have arrived at Liverpool. One cargo of St. John Pine, 191-2 inches, sold at 181-2d. per foot; Red Pine, small sales at 151-2d. to 161-2d. per ft.; Birch, in good demand, cargo sales at 14d. to 16d. per foot; no demand for Railway Sleepers; Lath-wood, cargo sales. £1 10s. per fathom. Dullness is the main feature of the Timber market.

Dates from India are to the 17th of January last. The country continued quiet, and the commercial advices were satisfactory.

In the Imperial parliament the Free-Trade policy of the Government had been discussed, and the Ministry were sustained by a majority of twenty one.

In Paris all was peaceable, but the Socialists were organizing for a grand demonstration on the 24th. Louis Napoleon is becoming less popular. M. Thiers and the High Church party have been defeated on the Educational bill.

France was mediating in the Greek affair. The blockade in the Grecian ports by the English fleet still continues, and many Greek vessels had been seized. King Otto grows in popularity, and Russia and Austria have come to his aid. The latter power is about to send a fleet to oppose the English admiral.

The Danish question is becoming daily more complicated. A new German Customs Union solely on protective principles, has been proposed by Austria. The political refugees have been ordered to quit Switzerland.

Relations have been re-established between Austria and Turkey.

ST. ANDREWS AND QUEBEC RAILWAY. SCRIP BILL.

In our last, we stated from letters received, that the hon. Mr. Partelow had violently opposed the Saint Andrews and Quebec Railway Scrip Bill. We have much pleasure in making the "amend honorable" and learn from the printed copy of the debate, and also from an esteemed friend who was present in the House, at the time, that the Hon. Secretary said as much in favor of the Scrip Bill as he could do. A report of the proceedings and affairs of the Railroad Company, has been transmitted to Fredericton, which we trust will be satisfactory to the hon. Secretary, and every other member of the Assembly.

The fact is a large amount has been paid in England towards making this line, and the money constantly drawn for—a number of Engineers and over 120 men are now employed on the work, and some thousand more will be employed in the Spring. Iron and Locomotives are prepared in England, which will be shipped to St. Andrews in May or June, and a class of English Farmers possessing some capital will also arrive at the same time with the intention of settling near the head waters of the Digdegash river, where there is a block of land for them to settle on; of as good a quality for farming purposes as any in New Brunswick, surely these statements will be satisfactory to Mr. Partelow, or any other gentlemen who will divest himself of sectional jealousy, and has the prosperity of the Province at heart.—We deem it but justice to the hon. Secretary to say that he has uniformly promised his able support to our Railway if he could be convinced that the line would be finished. No possible risk is now incurred by the Province in according to the requirement of the Railway Company, as we understand they ask the Province guarantee for £40,000 Sterling, payable in 30 years; and secure Class B shares on the whole line for ultimate payment of that amount, which cannot be less than £100,000; and the £40,000 Scrip to be issued as soon as 30 miles of the road are completed and in operation, the Company also pledge themselves that the proceeds of the £40,000 will be applied to the finishing of the line to Woodstock.

It is true the Province has been very generous towards our Railroad, by insurance of interest and grant of Crown Lands, but neither of which is available until the whole line to Woodstock is completed. Will not the Province be more benefited by the making of this line than the Stockholders? Undoubtedly it must, as it will induce the spending of over £100,000 of English money in New Brunswick—will cause a large and respectable class of English Farmers with some capital to settle in the Country, and in the end open a direct road to Quebec, and all Canada, East and West, and finally result in the opening of a line from St. John to Calais, where a line is now in course of construction to Bangor, also from St. John to St. Andrews and Woodstock. In a word—it would be the means of opening up this fine Province and interlacing it with Railways. If the Legislature intend promoting the settlement of the Province—now is the time.

From our U. S. papers we learn, that a Message was communicated by the President to Congress, on the 4th instant, accompanied by a letter from Mr. Bulwer, British Minister, relative to the coasting trade of the Atlantic and Pacific, allowing British vessels the privilege of American registry. After some discussion, in which it was proposed by some of the ultra-protectionist members to treat Mr. Bulwer's letter as interfering with

their domestic policy—the both parties, Messrs. Clay view it in that light, and it should be referred to the Senate, which motion was notice the result of this in which our Province is

THE CITY OF SACRAMENTO.
By the arrival of the St. New Orleans on the 25th with dates from San Francisco, we learn that: Suffering severely. Disturbances had taken place above the water, including all the cattle, and one million of dollars. Suffering severely. Disturbances had taken place above the water, including all the cattle, and one million of dollars. Suffering severely.

LEGISLATIVE SUMMARY.
Bills were passed to take place on the fact of no still continues, and many Greek vessels had been seized. King Otto grows in popularity, and Russia and Austria have come to his aid. The latter power is about to send a fleet to oppose the English admiral. The Danish question is becoming daily more complicated. A new German Customs Union solely on protective principles, has been proposed by Austria. The political refugees have been ordered to quit Switzerland. Relations have been re-established between Austria and Turkey.

There is no Remedy
say's Pills for the cure Richard Treacy, of Melbourne, so much benefit from wishes it to be made public persons troubled with As suffering from this distaste last 15 or 16 years, and a great variety of remedies, his own good. He then way's Pills, which invades time afforded him wonder has since become perfect

DEA
At the Ledge on short illness Mr. Pat years—a native of C leaving a wife and two

BANKRUPT
To be sold at Put day next, the 15th o'clock, at the office Assignee, all the out owing to Jesse Chir, against whom Chir issued, and all the n of the said Albee an

St. Andrews, 12d

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