

# LEGISLATIVE COUNCIL CHAMBER.

FRIDAY, May 1, 1856.  
This day at four o'clock His Excellency the Lieutenant Governor came in the usual state to the Council Chamber, and being seated on the Throne, commanded the attendance of the House of Assembly, who being come, His Excellency was pleased to close the Session with the following

## SPEECH.

"Mr. President, and Honorable Gentlemen of the Legislative Council,  
"Mr. Speaker, and Gentlemen of the House of Assembly,  
"The labours of the Session are now concluded; and you will rejoice to be relieved from further attendance on your Legislative duties."

"The consideration of the means whereby the formation of Railways may best be promoted, has occupied your attention. In the course of the Session measures of great importance have been passed on this subject, and I hope that these measures may attain the object for which they have been adopted."

"Mr. Speaker, and Gentlemen of the House of Assembly,  
"The Supplies which you have granted for the Public Service demand my thanks. It will be my duty, aided by my Council, to apply with economy the funds placed at my disposal, and to exercise with prudence the powers of pledging the Provincial Credit, which have been entrusted by the Legislature to the Executive Government."

"Mr. President, and Honorable Gentlemen of the Legislative Council,  
"Mr. Speaker, and Gentlemen of the House of Assembly,  
"We shall cordially unite in an expression of joy and of thankfulness for the restoration of peace. It is my sincere wish that in the various occupations to which you will now return, success may attend you; and I trust by the favour of Providence, the industry of the People, whether Agricultural or Commercial, will meet with a full reward."

## Afternoon Session—Another Squabble—Loudness—Several Members pretty high—Trump to the last.

Immediately after a few members assembled in the afternoon, there was another extraordinary scene. Mr. Boyd took the Speaker's Chair. A shower of rockets, (cushions) came upon him. He was obliged to flee. Mr. McPhelin, Mr. McNaughton, and one or two other members were present. Mr. Boyd resorted to a corner of the house for protection. Cushions again flew in all directions. Mr. Boyd seeing that honorable members were pretty high, sang out: "Where did you get all the liquor?" This announcement, coupled with the fact that there were ladies in the gallery, partly stayed the hand of the tempest. His Honor the Speaker shortly afterwards came in and was requested to sing a *Temperance* song. His Honor politely declined. Subsequently the Speaker took the Chair. A message was brought from the Legislative Council, during the reading of which the conduct of Mr. Waters was such as almost to call forth a reprimand from the Speaker. The Chair was again vacated. Members withdrew in groups. In one corner might be seen the Auditor General, the gallant Colonel, and Mr. Montgomery, discussing the peculiarities of the good flavoured liquor they had imbibed that day. By and by the Hon. Mr. Smith took the Chair; the Speaker's Honor was rather small for him, but he succeeded in getting it on. Suddenly the ex-Surveyor General let fly a heavy cushion at the Chairman's head, the result of which was a concussion in which all the movable material at or about Mr. Smith's upper story was levelled to the floor. Immense applause followed. The Chair was soon vacated. A similar compliment was levelled at Mr. End, but that gentleman sternly retorted, "I want no man to take such liberty with me." Mr. Byss thought the hint was levelled at him, but was mistaken. A general melee followed, in which the ex-Attorney General took a conspicuous part. His Honor the Speaker came out of an inner room reprimanding the disorder, and stating that the Chaplain was hard by. His Honor, however, had no sooner turned upon his heel than he was greeted with another bulky missile from the hands of Mr. Street, which caused "a whack" not at all pleasing to the recipient. From this pleasant and beautiful condition of affairs the House was suddenly called to attend His Excellency in the Council Chamber; and prorogation till the second Tuesday in June effectually released them from their arduous labours. Thus ended the Session of 1856!—*Morning News.*

**THE ATTORNEY GENERAL'S LAW.**—When debating in the House on the Bill to repeal the prohibitory liquor law, the Attorney General ridiculed the idea of compensating Mr. Thomson, the Brewer, at St. Andrews, although that gentleman was encouraged by the Legislature to erect his brewery, his well house, and his machinery there, and has lost all by the act that not only prevents him from brewing for home consumption, but also prohibits his brewing for exportation! A few days after, when the bill relating to Indentment harbour was being debated the Attorney General urged the injustice of interfering with the wharves built there by private individuals, although they extended them upon public property, and were not encouraged by the Legislature! Such is the law, and the justice, of the leader of Her Majesty's Government in this Province.—*Head Quarters.*

**LARGE CARGO.**—We are informed that the ship *Minerva*, Capt. Albert Dunbar, of Boston, built by Donald McKay, Esq.,

1695 tons register, will clear to day at this Port for London, with 771 standard deals, being the largest cargo ever taken for the register tonnage, and loaded in the remarkable short time of nine working days.—(*St. John Courier.*)

## Saint Andrews and Quebec Railroad.

### REPORT

Of the Directors to the Shareholders, at the ordinary Annual General Meeting, held at the Company's Office, on Tuesday, the 6th day of May, A. D. 1856.

In again meeting the Shareholders on the termination of their year of office, the Directors are happy in being able to congratulate them on the better prospects which seem to be opening for the further prosecution and completion of the Road, and they feel that, although their Report, on this occasion, in consequence of the almost total cessation of work during the past year, is necessarily short; yet, that it is not the less important on that account; nor, as they believe, will it be less satisfactory to the Shareholders or the Public.

It will be in the recollection of the Shareholders that at the last meeting of the Company, the Directors reported that the House of Assembly had thrown out the Bill to authorize the transfer of the corporate powers and privileges of the Company to Class A, which had been agreed to at the Special Meeting held on the 8th day of March, 1855; and a Resolution was then submitted and unanimously adopted with the intent of relieving, as far as possible, the English shareholders, who are so deeply involved, and affording them such security as it might be in the power of this Company to give.

By this refusal on the part of the Legislature to pass the Bill brought before them on that occasion, a whole twelvemonth has undoubtedly been lost, and it cannot be questioned, but that a great amount of the suffering and depression which has been experienced in this section of the Province must be attributed to that cause; because the prosecution of a public work of such magnitude would have greatly alleviated, if not have entirely removed them.

Since the rejection of the Bill the attention of your Directors has been incessantly directed to the object of your Resolution—not merely from a blind obedience to its instructions, but because they entirely acquiesced in the justice of its spirit towards the Class A shareholders, and because they felt convinced that it would be to the manifest advantage of the Road as well as to the security of the Class A interests, which they are so strongly bound to protect, to place the entire control in the hands of that Board.

Several propositions and schemes have been propounded to bring about an end so ardently desired and the most serious attention of your Directors has been given to the various negotiations resulting therefrom.

It is not necessary to recapitulate the details of these several schemes now, it being sufficient to say that by the last advice from London, your Directors are informed that the Class A Board have determined to adhere to that one, which gives all the powers and facilities to them or to a new Company, in accordance with the plans submitted by Mr. Byrne when he was in this Province in the latter part of the year 1854; and in conformity with which a new Company is now being organized in England.

To facilitate the views and intentions of the London Board, they have suggested that the Bill authorizing the transfer of the corporate powers &c., in them which was refused by the House of Assembly last year might be again introduced, together with two other Bills to extend the period for building the Line for three years. These several Bills, your Directors are most happy in being able to inform you, have, by the exertions of Mr. Boyd, most ably seconded by Mr. Whitlock the secretary been successfully carried.

The most sanguine hopes are held out that, with the extension of time and the transfer of the powers to the London Board, the new Company would be easily formed; and in truth, your Directors cannot but think it would be a matter of surprise if such were not the case, considering the value of the land and guarantee which will become the property of the new Company. Indeed it must always be a subject of regret that the want of capital will prevent many of the Shareholders from keeping their Stock, and thereby becoming participants in the advantages which must accrue from it; but at the same time it is only just to admit, that those who build the Line are fairly and rightly entitled to all its benefits.

As every thing has now been done on this side of the Atlantic, it will only remain for this Company, on the completion of the organization of the new Company in England, to carry out and complete the transfer of the powers and facilities as allowed by the new Act.

Your Directors would recommend that a Resolution be now passed approving of the proposed transfer and authorizing the Board of Directors to execute the necessary documents for that purpose.

The exertions which the Board made during the early part of last summer to develop the traffic on that portion of the road which it was possible to run over, need not now, in the altered aspect of affairs, be further dwelt on, than to say, how conclusively it established the fact of what the paying qualities of the Line would be, if properly worked.

It will be necessary now to proceed to the election of Directors as usual, in order that they may complete the preliminaries for the transfer to the new Company; and the return

ing Directors who have formed the Working Board are willing to resume their duties, if you should elect them, for the short time which it is hoped will suffice to effect these objects; after which the works and duties will be carried on under such authorities as may be appointed.

J. J. ROBINSON,  
S. H. WHITLOCK,  
President.  
Secretary.

## The Standard.

WEDNESDAY, MAY 7, 1856.

During the continuance of the Session we have contented ourselves with presenting without any comments, a weekly report of the proceedings of the Legislature to our readers, leaving it to them to form their own conclusions as to what amount of praise or blame this august body deserves at the hands of the people from the extraordinary occurrences that have taken place. During the whole of this time too, we have abstained from continuing to urge the opinions we have nevertheless all along entertained, and have heretofore expressed of the incompetency of the Government—willing to see whether their measures in the Legislature might not in some measure retrieve their past errors and restore the character which their conduct during the recess had forfeited. Now, however that these so called representatives of the people—in this instance, alas, a misnomer, have been sent back to their accustomed retirement; it will not be uninteresting to make a resume of the Legislative campaign, and express the honest indignation which every unprejudiced and impartial person must feel, not only at the shameful and unprincipled corruption that has taken place, or at the absence of unanimity among the Government, or of any soundness in their policy, but also at the disgraceful scenes that have been witnessed—scenes that would not have been tolerated in an assembly of b'hoys in the parlours of the Five Points, New York.

Before making any comment on the measures by which the most important measures have been either egged or thrown out, as the case may be, or on the scandalous disregard which has been manifested for the common rules of gentlemanly behaviour, let us first consider what has been done, and what left undone, and how the country will be affected by the decisions of our Legislative Solons, on the three or four great questions which agitate the public mind; these are—Railroads—the Revenue—Education, and the Prohibitory Law.

In speaking of Railroads, we allude only to the Government Lines—the one from this place, thank goodness being rescued from difficulties which have encompassed it, and bidding fair, as may be seen from the Directors Report which we publish in another column, to go on prosperously to completion.

The existence of the Government depended on their carrying Mr. Fisher's scheme and by a profuse scattering of "straws" they have succeeded in their object. By this plan the country is within the next four years to be saddled with a debt of \$200,000 sterling, beyond which sum it cannot afterwards raise a farthing without the consent of the lenders of that money. \$200,000 only is to be expended in any one year, and \$50,000 is to be devoted in the first season to the Fredericton and Woodstock section—a useless waste in the absence of the possibility of any further appropriation to it, and scarcely sufficient to pay for its survey. \$50,000 in each of the four years goes to the Miramichi and \$50,000 to the Calais branches, giving a total of \$400,000 for those lines—a sum totally inadequate to build even a quarter of the distance.

Thus it will be seen that the St. John or Shediac or main line will have \$50,000 expended on it during the first year, and \$100,000 in three following, or \$350,000 in the whole, a sum which as in the former case every body equally well knows, barely will be sufficient to finish one half of it. To attain this glorious consummation of three unfinished and unfinishable Railroads, with the survey of a fourth, the Province moreover has to submit to an additional impost of 24 per cent on all imported articles not specially exempted from duty; but will have the satisfaction of seeing Mr. Fisher and his friends handling the money, dispensing the patronage retaining their seats at the Council table, and drawing their salaries. Heigh-ho! Heigh-ho! alas, poor New Brunswick.

In future numbers we may continue our resume.

For a description of the last day of the Legislative Session read the paragraph in another column copied from the "Morning News." We learn from one who was present, that one half the truth has not been

told—that the undignified conduct of the members beggars description.

**THE RAILROAD.**—The annual meeting of the St. Andrews & Quebec Railroad Co. took place at the Company's Office yesterday 6th inst. The proceedings were conducted with the most perfect unanimity of sentiment, but we have only space this week to give the Report, which will be found in another column, and which was adopted without a dissentient voice.

LAUNCHED ON Saturday last, from the building yard at Indian Point a substantial built vessel, of 91 tons present measurement, which on entering her future element was named the "WREN," after the enterprising builder and owner, Mr. Thomas Wren. We learn that she is intended as a trader between this Port and the United States.

**FIRE.**—The large house at Robinson, known as the residence of the late General Balkam, was destroyed by fire last night.

**EXTENSIVE FIRE AT QUEBEC.**—We learn from the Quebec Chronicle, that on the 19th ult., a fire broke out in the lower part of that city, in the warehouse occupied by Messrs. Walker & Berry, which destroyed that building, together with Messrs. Tweddell's forge and finishing shop, and either burnt or damaged fourteen houses and stores. Among the latter were Rayner's buildings, Mr. Morris's house, Mrs. Fleming's board house, Tweddell's buildings, Armstrong's shipsmith's establishment, Mrs. Callahan's tavern, and Tate's grocery. Messrs. Walker & Berry's loss is estimated at \$1500, on which they have insurance, and there was \$750 insurance on the building. Rayner's buildings are insured for \$1000. Tweddell's for about the same amount, and there was \$900 insurance on one or two other buildings. With the exception of those insured, the loss will fall heavily on the sufferers—some sixty families—they having lost, or had damaged by hasty removal, nearly every article of furniture they possessed.

**BERMUDA, April 3.**—Yellow Fever on board H. M. S. *Argus*—Death of two of her Officers.—H. M. steamer *Argus*, commander Porey, arrived on Sunday last from Jamaica, via Havana. We are pained to learn that the *Argus* had several cases of yellow fever on board, and that some seven or eight have terminated fatally. Among the deaths are Lieut. Wm. F. Gallock, second lieutenant of the *Argus*, and Assistant Surgeon Dally, loaned from the *Bacawan* to the *Argus*. The bodies of Dr. Dally and Surgeon Dally were removed from the *Argus* yesterday and buried at Port Antonio. We understand that the *Argus* was sent to Bermuda by Admiral Fanshawe, as soon as fever made its appearance on board the vessel, and Captain Seymour of H. M. S. *Pembroke*, the senior naval officer here, or dined her to Port Antonio, to be thoroughly cleaned and fumigated.

**TWO SHIPS DESTROYED BY FIRE.**—The total loss by fire of the ships *Martha*, Capt. Christie, and the *Sarscen*, both of Liverpool, in the River Bonny, on the 11th of last January, is announced. Both vessels belonged to the same owners—Messrs. Harrison & Co. of Liverpool.—They were both built at St. John, N. B., in 1852. The *Martha* was 782 tons, and the *Sarscen*, 1117 tons, and were both classed A 1 for six years. A court of inquiry was held at Clarence, island of Fernando Po, in the office of her Majesty's Consul, on the 14th January, to investigate into the cause of the fire, and the circumstances attending the loss of the two ships. His Excellency Governor Lyngbye presided. The inquiry occupied two entire days; nearly all hands of both ships were examined; but no additional facts were elicited. At the close of the proceedings, His Excellency the Governor expressed an opinion that no satisfactory account had been adduced to show the exact cause of the fire on board the ship *Martha*; but a suspicion existed that it arose through the men smoking on board.

**MARINE DISASTERS.**—We deeply regret to have to record that the ship *Eudocia*, 1015 tons, Spurr, commander, which left Liverpool for this port on the 6th March last, is reported as having foundered in lat. 42, N. and long. 36 W. The passengers and crew are saved, having been taken into New York by the Empire State. The freight of the *Eudocia* is estimated at about \$60,000.—The value of the vessel is fully covered by insurance.

Her enterprising and liberal owners, Messrs J. & E. Reed, are secure of the sympathy of all their fellow citizens, while general regret will be felt on account of all who may endure inconvenience, in consequence of the loss of this long-looked for vessel.

The *Eudocia* was decidedly a favorite with her owners and the public, and the disaster which has befallen her is the first that has overtaken any ship of the Black-Ball Line, during the space of three and a half years—in which over 100 passages between the Ports of St. John and Liverpool, have been accomplished by the vessels of this line without a single misadventure.—[*Tem. Tel.*]

**MARRIED.**  
On the 29th ult., by the Rev. A. McNutt, Mr. Edward Stinson, Junr., to Miss Lydia Eastman, both of St. Andrews.  
On the 1st inst., at St. George, by the Rev. Samuel Thompson, M. A., Mr. Jacob Jack, Junr., to Elizabeth Boyd, both of Pennfield, County Charlotte.

On the same day, at the Upper Falls, St. George, by the Rev. J. McGovern, Rector,

Mr. Charles Ashe, to Mary Lee, both of St. George.

At St. John, on the 28th ult., by the Rev. I. W. D. Gray, D. D., James Vernon, Esq. to Alice, fifth daughter of the late Alexander Wedderburn, Esq., both of that city.

**DIRT.**  
On the 1st instant, in Carleton, after a lingering illness, which he bore with Christian resignation to the Divine will, Mr. Asa Nice, in the 36th year of his age, leaving three orphan children to mourn the loss of an affectionate father.

## TRAVELLERS HOME.

**THE** Subscriber respectfully informs his friends and the public generally, that he has rented that well known stand, opposite Dr. McStay's, for the purpose of keeping

A comfortable Establishment for the BOARDERS AND TRAVELLERS; and hopes by strict attention with a desire to please, that he will merit and receive a share of public patronage.

On the premises is a well finished Barn, with a supply of good Hay and Grain; every attention will be paid to Horses put up in his stable.

JOHN McCARTY.  
St. Andrews May 3, 1856.—(Provinci-  
alist 3 ins.)

## THE UNDERSIGNED

HAVING appointed D. J. Mowat, Esq., his Attorney, forbids all persons crediting or paying any other person on his account.

W. H. MOWAT.  
St. Andrews, May 1, 1856: (impd.)

## Assessors' Notice.

**NOTICE** is hereby given, that the undersigned Assessors of Rates and Taxes, for the Parish of Saint Andrews, in the County of Charlotte, will receive at the Office of ODELL & TURNER, until the 24th day of June next, statements, in writing, from all who are liable to be assessed for the current year, in said Parish of Saint Andrews, of the real and personal properties and incomes they possess; such statements to be sworn to before a Justice of the Peace, as the Law requires.

THO. TURNER ODELL, Assess-  
WM. WHITLOCK, ors.  
JAMES R. BRADFORD, ors.  
St. Andrews, 1st May, 1856.

## Notice to the Public.

**THE** NAILS FOR ENGLAND, will close at this Office on Sunday, 4th May, at 9 A. M., via Halifax. Tuesday, 6th May, at 6 A. M., via New York, per U. S. packet. Thursday 8th, and Friday 9th, at 6 A. M., via New York, per British packet. Tuesday 13th, at 6 A. M., via New York, per U. S. packet. The Postage for the United Kingdom via Halifax, is 74 single rate, via New York by British Packet 10d, and by United States Packet 1s. 2d, pre-payment optional.

By Order,  
G. F. CAMPBELL,  
Post Office, St. Andrews,  
April 30, 1856.

## DR. MCSTAY,

**INFORMS** those Persons who have unsettled accounts with him of long standing, that he will hand them over for collection; and he requests those indebted to him for six months, the usual time given by him, to call and settle their accounts.

St. Andrews, April 30, 1856.

## DOG LOST.

**LOST** ON THURSDAY last, a small Spaniel of the King Charles breed; colour, black and white, with tan about the head and legs; very long ears, name, "Mannan." Any person giving information which will lead to the recovery of the Dog, will be rewarded.

RANDAL P. SMITH.  
St. Andrews, April 30, 1856.

## TO LET.

**THREE** good ROOMS and a SHOP, on the first floor of my House in Water st. formerly occupied by Mrs. Kennedy.

J. W. STREET.  
April 23, 1856.

## Flour, Meal, Tea, Tobacco.

Landing this day ex "Eink" from New York  
150 Barrels of Flour.  
150 do Corn Meal.  
30 Chests of Tea.  
15 boxes of Tobacco, for sale low before sailing.  
St. John, April 16. W. E. STRONACH.

## Mess Pork

**5 BARRELS** Mess PORK, for sale by  
Jan. 1, 1856. J. W. STREET.

## Flour, Tea, &c.

Just received by steamer from Boston, via BOSTON.  
30 Bbls. fancy superfine family flour made from new wheat.  
10 Chests superioe Congou tea.  
Oct. 13 J. W. STREET.

## Blanks for sale

At this Office.