PROVINCIAL LEGISLATURE.

(From Mr. Simpson's Reports.)

HOUSE OF ASSEMBLY.

WEDNESDAY, Feb. 18.

FREE PORTS.

On motion of Capt. Robinson, the House went into Committee in further consideration of the Bill to establish the Islands of Grand Manan, West Isles, and Campo Bello, as Free Ports.—Mr. Lewis in the chair.

been twice committed, he need not go over the whole ground again, of detailing the object of the bill; but he was ready to give all the information he possessed on the subject, and which the Committee might desire.—["Go on; explain the bill;"—from some hon. member.]—The principle of the bill was, to establish the Islands of Grand Manan, Campo Bello and West Isles as free ports, in the same manner and for the same purposes as the British Channel Islands of Jersey, Guernsey, Alderney and Sark had long been so established, and as Singapore in the East Indies was also so established. The measure would in no way interfere with the Provincial Revenue. For many years past, the revenue collected in those Islands had gradually decreased; and it still was decreasing.—At one time two revenue officers and a number of boatmen were employed there, at an annual expense of about £200, while the average receipts were about £43. But the increase of trade and tonnage in those islands would be enormous, if this bill were passed; as had proved to be the case with other free ports not so favourably situated as these islands. There could be no great danger in making the experiment. If it would have the effect of injuring any other part of the Province, he would not for a moment press the bill; but as it would certainly benefit one part of the Province without injuring any other part, he hoped it would be allowed to pass. [Here the hon. member referred to a number of documents, in support of his argument.] The only argument he had yet heard against the measure was, that some hon. members thought it might encourage smuggling; but that was wholly imaginary, as it would really have exactly the contrary effect. He now moved that the bill be read section by section.

Hon. Provincial Secretary perfectly understood, that this bill met with the favourable approbation of many hon. members; and he had been trying to see whether he could not also support it. But he found a great difficulty in the way. It was well known, that at present a very large quantity of illicit articles were continually being smuggled into St. John from the United States. Rum was the principal article; which was a domestic manufacture of that country. No brandy was smuggled; no gin; nor any wine; they could not be introduced, because they were only foreign manufactures, and the duties upon them in the United States were so high, as to prevent their coming here through that channel. All such goods were bonded in the United States; and when taken out for exportation, the bond could not be cancelled until the exporter produced the certificate of the proper authorities, that the goods had been duly and legally landed in the place to which they were exported. Therefore those articles could not now be smuggled here from the United States. But it appeared to him, that by making these islands free ports, large quantities of brandy and other liquors would be illicitly introduced into this Province through those islands. They would be exported under bond from the United States, landed in those islands, where under this bill they would be subject only to a duty of one per cent.; and being so landed, the bonds would be cancelled in the United States, and then those articles would be illicitly introduced into other parts of this Province, with the same facility that American rum now is; and we should lose a large portion of our Provincial revenue. He thought it was rather a dangerous bill to pass on that account. The present duty on a pipe of good brandy was £20; but if introduced through those free ports it would be almost nothing; and the revenue would be the loser. That was the only objection he had to the bill; but it was such an objection as would induce him to vote against it.

Mr. Robinson said, that the bill contained a section to remedy that difficulty, by providing that exactly the same bonds should be given, on exporting goods from the islands, as were required in the United States; and that difficulty could easily be obviated. The hon member then adverted to the bill now before the house, to prevent the manufacture and sale of spirituous liquors, &c.; and said, that if that bill should pass, he should certainly move that these islands be exempted from its operation. French brandy and Hollands gin were articles which must come here with other goods from Great Britain, and must therefore pay the regular duty; and if any should come through those free ports, they would be bonded there; and if again exported, the same bonds would be taken, on shipping them again from the islands, as would be taken if shipped from Boston or New York; and in fact, the only difference would be, that when landed in the islands, they would have to pay the additional duty of one per cent.

Hon. Provincial Secretary thought, that the one per cent would be the only duty such goods would ever pay. They could not be bonded in the islands, nor would there be a sufficient revenue establishment to effect the object, and it would only open a large facility for smuggling. At present, brandy was imported direct to St. John; there it was warehoused, and it could not be taken out of bond, without paying the duty. It was the same in New York and Boston; and the duties there were higher than in New Brunswick; so that smuggling the article from the United States was impossible.—But if this bill should pass and brandy and other liquors be subject to one per cent duty when landed on those islands, as a matter of course the result would be, that it would all be smuggled into the Province generally, and would pay only the one per cent. duty collected at the free ports.

Mr. Botsford thought the arguments he had heard augured well for the fate of another bill before the house—the spirituous liquor bill; but he was sorry to find, that the whole argument urged by the Hon. Provincial Secretary was, that this bill would be the means of encouraging the traffic in brandy and other liquors. If that was the only argument against it, he (Mr. B.) would support the bill; because he apprehended, that the day was gone by for any further increase of smuggling. But that was not the only reason why he would support the bill. As had been rightly stated by the hon. mover, free ports had been successfully established in other places; in England, in the East Indies, and the Mediterranean. All of them had flourished, and no injury to the revenue or to trade had been caused by them. He had been told, that the free port of Gibraltar had engrossed the whole trade of the Mediterranean; so much so, that the Spanish port of Cadiz had been compelled in self-defence to adopt the same principle. For these reasons, he would support the bill; and he apprehended no difficulty with regard to any increased smuggling of liquors.

Mr. Hazington said, he need say nothing more than was contained in the report of the Select Committee on this subject, which had been signed by him. He believed the argument in favour of this bill, which were advanced in that report, had not been answered at all, and the argument of the hon. Provincial Secretary had been sufficiently answered by the hon. member who spoke last. His (Mr. H.'s) reason for supporting this bill was, that if it should pass, there would be no more smuggling in the County of Charlotte than there always had been. As this Province had so long been in the habit of assisting the American trade to their exclusive benefit, let us now establish a place where we can retaliate; where we can induce the Americans to come over and purchase British goods. He (Mr. H.) would be for passing this bill for five years; as the bill authorised the Government to make such regulations as they might think necessary, for the protection of the revenue, and those regulations would have the force of law; and they could provide against all the difficulty with respect to the trade in liquors.

Hon. Mr. Wilmot did not know but that he might have allowed the bill to pass, but for an observation he had heard the hon. mover make. That hon. member had said, that he was satisfied that if this business were established in those islands, it would increase the revenue; and that it was a proper principle to establish, and might hereafter be carried out in other parts of the Province. But he (hon. Mr. W.) was not prepared for that. If we had authorised free trade altogether and a proper system of currency at the same time, he would be a free trader; but while the currency was in its unsound state, and the balance of trade was against us, it was a totally different thing, and he would be very cautious in such matters. Nothing had ever yet satisfied his mind, that the experiments in free trade in England were successful in themselves, and he vaxily believed, that nothing but the discoveries of gold in California, which had been the means of introducing such immense supplies of bullion into England, had prevented the commercial crisis which those experiments would otherwise have produced. On what principle, then, could this bill be justified? Only on the principle of free imports and a low rate of duties; and he would not approve of that principle. It was said, that by making these islands free ports, there would be a vast quantity of goods deposited there, and a great trade would be carried on. Well, those extensive imports could not be intended for the province would not be fit for his children to live in.—Now how does this tirade sound when placed in juxta position with the fact that Mr. Johnson would leap to grasp this measure, and support it most enthusiastically, provided the route ran through Miramichi!

Mr. Scoullar's amendment was rejected by a vote of 26 to 10. *Ayes*—Messrs. Scoullar, Read, Barbarie, Johnson, Gordon, Montgomery, Gilbert, Cutler, McPhelim and English.

The third section was then put and carried by

BELGIUM.—The Government still entertains serious thoughts of the unfriendly feelings of France.

ITALY.—It is said that some clue to the murder of Rossi had been discovered, whereby some new light would be thrown upon that horrid tragedy. The celebration of the anniversary of the establishment of a Republic in Rome came off on the 9th ult., notwithstanding the efforts of the Government to suppress it.

RAILWAY MATTERS.

Report of a Committee of the Fredericton Athenæum upon the subject of the Tides of the Bay of Fundy.—We have been favoured with a copy of this Report, wherein it is suggested that appropriations should be made by the Nova Scotia and New Brunswick legislatures, to a small extent, for the purpose of a tidal survey of the Bay of Fundy, and that the Lords of the Admiralty should be moved by the respective Lieutenant Governors, in order that the

pacies. With this timely suggestion we heartily concur. If adopted, great ignorance will be dispelled—where none should exist—in reference to the "vast waves of the Bay of Fundy, which are "seen 30 miles off, and which sometimes rise to the "height of 100 and even 120 feet"! At least they they are so stated to be by Mr. Hughes, the head master of the Royal Naval School at Greenwich Hospital. We trust, that there exists not a third class teacher in New Brunswick, who is not ready to declare such an assertion to be downright nonsense. We have plenty of pretty "tall talk" in this country, during the sitting of the Legislature, but we never heard of these "fall" waves, until informed of them by the head master at Greenwich.

PANORAMA OF CALIFORNIA.—By reference to an advertisement in another column, our sight seeing friends will be enabled to estimate the value of the generous offer made to them, by the proprietors of the very interesting exhibition. The liberality thus manifested, deserves for Messrs. Marvin and Wilson a crowded house. We understand that the exhibition of this evening will be the last in this City, as the proprietors intend proceeding to Halifax, by way of Annapolis, in the course of to-morrow, and from the latter place they will soon embark for Newfoundland; to all of which places, and in others they may visit, we heartily recommend them to a generous public patronage.

STEAMER MAID OF ERIN.—This thorough and substantial sea going vessel left here for Portland on Tuesday morning last, on the first trip of the season. The *Maid* as she is familiarly called, has been thoroughly over-hauled, and having received a new "magazine of force," in the shape of a new boiler, of a highly approved construction, and being made neat, spruce and trig in her appearance, is now on hand as a deserving candidate for a goodly share of public patronage. Capt. Wm. Belyea is again at the helm.

MELANCHOLY CASUALTY.—We regret to learn by letters received last evening from Liverpool, that Captain George G. Garrison, of the Barque *Perseverance*, of this port, was carried over board and drowned during a heavy gale on the 17th of January, five days after sailing hence for Liverpool.

Capt. Garrison was an estimable young man, and was held in high regard by all his acquaintances. His loss will be deeply affecting to his sorrowing friends, especially his widowed mother, whose principal support he had been for several years past. He was son of the late Capt. Samuel Garrison, of this City, and was in the twenty-fifth year of his age.—*Courier.*

LEGISLATIVE SUMMARY.

(By Telegraph to the News Room.)

FREDERICTON, March 10.

Both Railway Bills passed the house by large majorities.

Mr. Gray, for the Government, introduced two sections, which appear to be much the same in effect as that offered by Mr. Johnson.—Mr. Gray described the difference to be, that Commissioners should make returns when called for, instead of quarterly—quarterly was afterwards inserted. The second gives Government the appointment of officers and fixing of salaries, and these to be afterwards submitted to the house of revise. Mr. Johnson's, he said, rendered it necessary that the salary of all officers, even down to the stoker, should be settled by the house.

Messrs. Hanington, Beardsley and others thought there was but little difference.

Mr. Partelow said Mr. Johnston wished to be able to say he had saved the country.

The Government sections passed. In filling up the blank, the Attorney General proposed £2,000,000 sterling—not because such an amount was necessary, or that the calculations was incorrect, but it was prudent.

Messrs. Wilmot, Gray, Robinson, Taylor, and McPheon supported, arguing that it would be well to obtain a large amount at a cheap rate, tho' £1,500,000 was enough, it did not make it necessary or probable that more should be spent—they would then have money to build the branches.

Messrs. Hanington, Scoullar and Johnson expressed surprise—all arguments of Government went to show that the road would not cost £1,620,000, how then could they ask for so large a sum, that it would appear strange to the country, &c.—£1,500,000 stg. would yield more than it was calculated would be required.

Mr. Partelow agreed to this.

Mr. Ryan said, when Mr. Harding wished to secure the branches, it was objected to, as likely to endanger the whole scheme—now two millions was considered nothing—he would oppose.

The Attorney General consented to withdraw.

Mr. Partelow proposed that a million and a half is quite enough, as at 10 per cent. premium, it would give them £1,833,000 currency, and the committee should be consistent—this passed.

On the Loan Bill Mr. Johnston proposed that only the Revenue of the Counties through which the road should pass be pledged for the cost of the road.—Supported by the members from the North, but lost. Amendments to the second and third sections were proposed by Government, making the net proceeds of the road and lands a source out of which to create the sinking fund. Att'y Gen. said that was predicated upon the agreement between the three Provinces, and not on Mr. Hawes' letter. Objections were made to the power given the Governor—to draw the interest on the loan, without the consent of the Executive. It was answered that government intend to increase the facility for obtaining the loan, and that the Executive are responsible for the use of their power.

Mr. English objected to the last clause—was but slightly supported.

Messrs. Needham, Hanington and M'Pherson argued that a permanent revenue was a necessary consequence of the loan, the only emendment passed was that it should continue until the proceeds of the road will pay interest on the money invested at five per cent.

The Mining Bill was under consideration. A motion for postponement was made, supported only by Messrs. Earl, Gilbert, Lewis and Stiles. Progress reported.

FREDERICTON, 11th March.

In the House, the Bill regulating mining operations passed with some amendments. The Bill providing that suits might be brought in the name of a firm without including the names of the partners was committed, on motion of Mr. Hatheway, progress reported.

A Bill requiring Agents of Foreign Insurance Companies to enter a statement of Capital Stock, etc., in the Secretary's Office was committed, on motion of Mr. Gray—progress reported.

The Bill to amend the law, to make joint tenancies, tenancies in common, and declaring heirs at law entitled to only one share, was committed—the first two sections were passed—that relating to dower was opposed by the Attorney General, Messrs. Gray, Wilmot, and Thompson—supported by Messrs. Botsford, Partelow, English, and Scoullar—lost 16 to 15—Bill reported as agreed to.

Mr. Needham moved for tenders for Lunatic Asylum. Mr. Barbarie for copy of letter from Gov. to Mr. Wanchs.

In reply to Mr. Johnson, the Attorney General said Government did not intend to bring in a Bill to make the Council elective.

Several entries were made in the Supply Book. The Bill to explain the St. Andrews Railway Facility Bill was read a first time. The School Bill comes up to-morrow.

The Railway Bills will be before the Council on Saturday.

AN ARMY FOR CALIFORNIA.—Thursday afternoon two steamers left New York with 895 passengers of all sorts, sizes and standing, bound for the Gold Region. The Cherokee, for Chagres, took 557, and the Prometheus, for San Juan, accommodated the balance of 551.

THE CUMBERLAND ELECTIONS.

(By Telegraph to the News Room.)

AMHERST, Thursday Evening, 11th March, 1852.

NOMINATION OF CANDIDATES.—Court opened at 11 o'clock. About 1200 to 1500 persons were assembled. After the candidates were nominated, Doctor Tupper who proposed one of them, endeavored to get a hearing, but would not be listened to by the friends of Mr. Howe, upon the ground that the candidates should first be heard. For a time there was great excitement, and every appear-

dates, it was agreed that Dr. Tupper

speak until after the candidates had been heard.

They spoke in the following order:—DeWolfe, Howe, McFarlane, Fulton. The Speeches were not very long. Mr. Howe spoke effectively. There was a great deal of recrimination on both sides; but the day passed over much more quickly than was at first anticipated. The Liberals mustered a rather stronger force than the Conservatives. A considerable number of persons from Westmoreland County were present, who almost to a man were in favour of Howe and Fulton. Howe's return is considered almost certain. The contest will come between Fulton and McFarlane.

THE DELEGATES, HINCKS, YOUNG, TACHE, AND CHANDLER.—The Acadian Recorder thus describes the personal appearance of these men, as they sat in the Nova Scotia House of Assembly:

Mr. Hincks, Inspector-general of Canada, and leader of Lord Elgin's Government, is a man of about middle stature, wearing the appearance of being, perhaps, fifty years of age. He has a light complexion, wears large greyish whiskers, has an easy manner, but looks excitable. His eye is keen and restless, traversing its socket quickly, scanning and apparently measuring everything within its range. In physical and phrenological conformation he is, as exactly as possible, the very counterpart of our esteemed Prothonotary, J. W. Nutting, Esq., when the latter was a few years younger than he now is.

Mr. Young is a gentleman of a dark complexion, tall, and of an athletic frame. His brow is broad and massive. He looks like a good thinker, and has a staid, sober, and pensive manner. We should judge him to be the junior member of the Delegation. He is Chief Commissioner of Public Works.

Col. Tache is Receiver General of Canada. He is a Canadian, speaking English very intelligibly, it is said, but with a strong French accent. He is much older than his colleagues.—He has a fine proud bearing in his features, with strong distinctive traits of nationality. His complexion is light, his countenance seemingly beaming with good nature, and his *tout ensemble* is French. He saw some service, we understood, in the last American war, and obtained a militia Colonelcy—a distinction by which he is still familiarly designated. In Physiognomy he somewhat resembles Judge Dodd.

Mr. Chandler is probably known to many persons in Nova Scotia, as he resides within a few miles of our Northern frontier. He is a small man, with light hair, and light complexion. He seems to possess a very unassuming manner, and an easy address. He is a gentleman of fresh, rounded features, with large blue eyes, and of a quick, active manner and step. As we looked upon him on Friday from the lower gallery, we thought he seemed to be deeply interested in the success of the measure before the House; the Railroad was under discussion. He turned his eye quickly, as each successive speaker addressed the Chair, and whispered to the Provincial Secretary, as if inquiring their names.

Messrs. Hincks and Young, who were on the right of the Chair, seemed to regard the running discussion which occurred with entire nonchalance—scarcely betraying, by look or action, the slightest interest. When Mr. Howe spoke referring with some sensible emotion to his position in relation to the misconception which had occurred, then the Inspector General leaned forward to get a view of his person, which was obscured from him by the Speaker's chair.

LARGE PURCHASE OF REAL ESTATE IN NEW YORK.—Within a few days, the Metropolitan Bank have purchased the valuable property on the Northeast corner of Pine street and Broadway, adjoining Bowen & McNamee's store with the intention of erecting a banking house as soon as practicable. The sum paid was $110,000. B. & M. had previously made a large offer for the ground, to equal two good lots.—*N. Y. Jour. of Com.*

THE FIRST AMERICAN CLOTH.—The Rev. Mr. Littlejohn, of New Haven, in his lectures before the Arts' Union, in Hartford, on Monday night, remarked that the first piece of cloth ever made in the United States, was manufactured in Hartford, Conn., by Jeremiah Wadsworth, in 1790, and that Gen. Washington was dressed in a suit of clothes made from this cloth.

CURIOUS, IF TRUE.—A rich bachelor of New Jersey recently died, leaving by will several legacies of from ten to twenty-five hundred dollars each, to ladies whom he had addressed, but who had rejected him. He said that they had afterwards grown to be so ugly that he could not be sufficiently grateful.

THE RECENT ACCESSIONS TO OUR SUBSCRIPTION LIST.—The most pleasing duty the publisher of a Newspaper is called upon to discharge, simply, because it is one in which he himself is deeply interested—is to tender his grateful acknowledgements to his agents and friends who have exerted themselves on his behalf. This duty we now perform with cordial delight—from all quarters, we are daily receiving the most substantial proofs, that the principles advocated in the columns of the *Chronicle*, are highly approved of, by the leading conservative minds in every locality where our journal finds its way. Within the last three months, our subscribers have materially increased, indeed, to a much greater extent, than we had any reason to anticipate. This gratifying evidence of approbation of our political career, is duly appreciated.—We shall endeavour to shew, by increased exertion to please our newly acquired supporters, that we are worthy of their patronage. We hope that we may not be obnoxious to the charge of making an invidious distinction, when we avail ourselves of the present occasion, to *particularly* thank our *Carleton friends*, for their disinterested and successful efforts in our behalf.

HARD TIMES.

Bank Directors may curtail their discount sheets, and button up their pockets, at the approach of their customers, and all that, in this ice-bound country, during the months of February and March; Landlords may stand in the sunny side of the Market Square, and talk about their good stands, that situation or this, for business; the grand secret is, do you understand thoroughly the business you are engaged in? If so, your situation will answer. The WOOLLEN HALL, opposite the Carleton Ferry Landing, next the Commercial Bank, stands unrivalled in this City. That establishment gives employment to about fifty families, making Coats, Pantaloons, Vests, Shirts, Drawers, &c. A great portion of the New Brunswick public men purchase that establishment, otherwise they could not employ so many workmen this season of the year.—They are clearing out their stock now on hand.—Coats that sold a month ago for forty-shillings, now thirty shillings, and all other goods in their line equally cheap For Cash.

☞ SLIGHT COLDS, if neglected, lead to Chronic Coughs and Consumption. They can speedily be removed by an agreeable compound, called, *Wise's Cod Liver Oil Candy*, for sale at the Drug store of S. L. TILLEY, King street.

Office of the Clerk of the Peace,

St. John, 6th March, 1852.

PUBLIC NOTICE is hereby given that the Court for General Sessions of the Peace for this City and County will be opened on Tuesday, 16th March instant, at 11 a. m.

The Justices will enter upon the consideration of the public business on the first day of the Sessions, including the confirmation of Parish Elections,—the appointment of County Officers,—the Annual Reports on Accounts,—the erection of a Registry Office, and the granting of Tavern Licenses.

JUST CHRISTMAN'S Monthly Penny Magazine for October, November, December, January, and February, is just received and ready for delivery at JOHN KINNEAR'S.

St. John, Feb. 27, 1852. Prince Wm. Street.

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Hon. Mr. Wilmot did not know but that he might have allowed the bill to pass, but for an observation he had heard the hon. mover make. That hon. member had said, that he was satisfied that if this business were established in those islands, it would increase the revenue; and that it was a proper principle to establish, and might hereafter be carried out in other parts of the Province. But he (hon. Mr. W.) was not prepared for that. If we had authorised free trade altogether and a proper system of currency at the same time, he would be a free trader; but while the currency was in its unsound state, and the balance of trade was against us, it was a totally different thing, and he would be very cautious in such matters. Nothing had ever yet satisfied his mind, that the experiments in free trade in England were successful in themselves, and he vaxily believed, that nothing but the discoveries of gold in California, which had been the

good made Gradley to bought there for the purpose of being smuggled into the United States.—That was certainly not a moral principle to legislate for; and it was not right to establish such a depot. As long as it was an established principle in the United States, to protect their own manufactures and trade, we should do the same; and it would not be right for us to give up that principle until they do. No doubt such a trade as this bill contemplated, would promote the prosperity of those particular Islands; but that would not be a sufficient justification for doing away with all our import duties.

Mr. Harding said this was not a question of free trade or protection; but a question of placing those islands in a state of opposition to their present situation, with respect to the United States. At present, there was free trade altogether there; but the benefit of it was all on one side. Now, then let us have a little of it on our own side. If we allow those islands to import the produce of Great Britain, (as British goods could be imported there, at much less expense than they could be in the United States;) the Americans would come there and trade; and that trade would build up the prosperity of those islands. It would not effect the revenue collected in St. John; because the merchants there who could import their goods direct from Europe, would not incur the risk and expense and loss of time, of importing them through those Islands, paying different freights, and trans-shipping there goods, besides paying the additional one per cent. duty. There could be no object either, with regard to smuggling American produce, because it was just as easy to smuggle from the American coast as from those islands. The only object the hon mover of this bill had, was to establish a balance of trade in favour of those islands; on the same principle as other free ports in various parts of the world; in the British Channel, in the Mediterranean, the East Indies and the West Indies.—This was not a question of free trade, but a question of self defence; a question of whether we should establish a market for our own benefit.

Capt. Robinson said, that this was the second time that two or three sections of this bill had been read and passed, and he hoped it would now be allowed to go on. The hon. member then at some length contended that it would not promote smuggling, as had been argued; and urged that the principle of the bill was onward progress.

Hon. Provincial Secretary briefly replied.

Mr. Rice urged, that the Committee had better get through with the bill at once; and after a few words from Mr. English and Captain Robinson, the Committee resolved to report progress, &c.; as another bill stood for the order of the day.

(From Cor. of the New Brunswicker.)

FREDERICTON, Tuesday Evening, 9th March, 1852.

MR. TILL.—Here we are in the very midst of another Railway debate. After discussing everything connected with railways, and unconnected with them, surely the opponents of the measure, after so much talking, might have been content to have gone into details at once, and simply make their objections to any of the sections as they come up, and divide the House upon them. The supporters of the Bill, when it was first committed, on Saturday last, deprecated any further debate, and expressed a wish to get through in order that they might turn their attention to other important measures. But this did not suit the Messrs. Johnson, Cutler, Harding and Barbarie. These gentlemen stated that they were determined first to discuss the general principles again, and then to discuss and oppose every section as it came up. Accordingly, Saturday and yesterday were spent in useless discussion, consisting chiefly of silly repetitions, gross misrepresentations, and attacks upon the Government, with a speech occasionally from a supporter of the Bill, which invariably dashed to the ground the fabric of sophistry which had been raised.

Yesterday morning Mr. Earle spoke in opposition to the measure. He considered it a gigantic undertaking for 200,000 people to carry out, and he feared the result.

The hon. Attorney General replied, that although five-twelfths of the line might appear a gigantic undertaking for 200,000 people, yet we should consider that the road when made will unite three Colonies containing over two millions of inhabitants and that, in all great undertakings, there must be some risks; although, with the rapid improvements effected in other countries by means of railways before us, there was good reason to expect the same results here.

Some questions were then asked, and answered, by which it appeared that the construction of the line is to be a joint undertaking, New Brunswick paying five twelfths of the expense, having five-twelfths of the management, owning five-twelfths of the road, and (whenever the debt is paid) receiving five-twelfths of the receipts. Some hon. members demurred to this, alleging that the portions of the line running through the other Provinces would be more expensive to construct than the portion through New-Brunswick, and that it would be better to build five-twelfths of the distance. To this it was replied that the part through New-Brunswick was likely to be the most expensive, and that instead of being a loser, we shall gain by carrying out the plan proposed.

Mr. Macpherson moved to insert a clause to the effect that the road should run through or near Fredericton. The hon. Attorney General said it was the intention that the line should touch Fredericton if no engineering difficulties intervened, and he had no particular objection to the insertion of the clause; but he thought it much better not to clog the Bill with the names of all the places it should pass through. Several other members then intimated that if this clause were inserted they would move similar clauses that the road should touch other places; whereupon Mr. Macpherson withdrew his motion.

The most laughable occurrence of the day was Mr. English's speech. He drew a frightful picture of the ruin this measure would entail upon the country: a road not paying, a heavy debt hanging like a mill-stone around the people's necks for ever and ever, &c. He then wished the Government to insert a clause that the line shall be carried on the west side of the river St. John, from the City of St. John, to the Grand Falls. If they refused this, they would place him in a very unpleasant situation, as they would compel him—a *supporter* of the measure, having voted for the resolutions—to oppose the Bill. So he would take the measure with all the ruin in its train, *provided it is taken through Woodstock!* And then, what a cruel set of fellows the members of our government must be, to *compel* Mr. English to vote against a measure that will, if carried, sink the people of this Province with a millstone around their necks! What an unpleasant situation!

At a late hour, the opposition members were really *forced* to a division. Mr. Barbarie's amendment was put and rejected 27 against 8, and the original resolution sustained by a division of 26 against 10. Next, Mr. Johnson's amendment to the second resolution was negatived 22 to 7, and the resolution was carried by a vote of 22 against 10. Thus terminated the two days tedious proceedings.

This morning the Committee resumed at half past 10, and spent *four hours* in discussing the third section. This section gives the granted lands for five miles on either side of the line at the disposal of the Government, the proceeds to be applied as a sinking fund. An objection was taken that in Canada and Nova Scotia the road would run where there was a very small quantity of ungranted lands, and therefore it was not fair that our lands could be disposed of, and the proceeds applied to the general purposes of the line. Mr. Scoullar moved an amendment to the effect that the proceeds of these lands shall be confined to this Province, Canada and Nova Scotia having no participation in the same. The Government joined issue, showing that this was a part of the scheme agreed upon, and its rejection must be fatal to the measure.

Mr. Johnson upon this occasion made another speech, and as he could not vary his arguments, he varied his *style*. He whined in a manner that would do credit to any New Light Preacher, declared that the measure would bankrupt the Province, turn it into a wilderness, and shoulder for ever the liberties of the people. He stated that he—though a young man—was a father, (great important information!) and if the Bill passed this Pro-

Ayes—Hon. Messrs. Spencer, Street, Tweedy, Wilmot, Gray, and Hayward, and Messrs. Hanington, Johnston, Scoullar, Lewis, Rice, Botsford, Stiles, Macpherson, Taylor, Godard, Needham, Robinson, Harding, Porter, Fitzgerald, Thomson, Ryan and McLeod.

Nays—Messrs. McPhelim, Beardsley, Cutler, Earle, Gilbert, Montgomery, Pickard, Johnson, Gordon, Reed, Barberie, English and Chapman.

Mr. Beardsley then moved a reconsideration of the first section, in order that he might insert a clause that the line should if possible, touch Grand Falls, Woodstock, and Fredericton. This motion was rejected by a vote of 28 against 7, the minority being Messrs. Beardsley, English, Pickard, Taylor, Macpherson, Needham, and Gilbert.

On the fourth section coming up, Mr. Johnson moved an amendment to the effect that the two Houses of the Legislature appoint the Commissioners by a ballot vote. Hon. Speaker asked him where the responsibility would rest, supposing a Commissioner should run away with the funds, and he elected by ballot. This was a poser, and Mr. Johnson's *wise* amendment was laughed out of the House, only himself and Mr. Harding voting for it.

After the fourth section was carried, Mr. Beardsley moved a new section, to the effect that no member of the House of Assembly shall receive any appointment of emolument on the Railway.—This was carried nem con. The next seven sections were then carried with very little opposition. The Committee then adjourned, leaving but four sections of the Bill to pass.

Yours, PHILEMON.

The Chronicle.

Saint John, March 12, 1852.

THE NEW MINISTRY.

It is with no ordinary feelings of delight, that we furnish to our readers in our present number, the names of the distinguished men who now form the Conservative Government of Great Britain.—There could be no better proof afforded, that law and order rule with a powerful sway in the United Kingdom, than that which is elicited by the fact that an imbecile Whig ministry has been so long, and so patiently endured, by our trans-Atlantic countrymen. Numerous instances of mistaken policy, the want of firmness in the hour of trial, when England was threatened with a renewal of Popish domination, and another abominable course of long exploded superstition, form the marked characteristics of the late whig government. Happily the nation is at length relieved from the incubus, which has long oppressed its struggling energies. We hail the establishment of the present government as a new epoch, fraught with blessings and general prosperity, in which we as colonists will largely participate. When in power, the conservatives have ever evinced a deep and abiding interest in the welfare of the Colonial empire.—The published views of the present premier of England, in regard to the stupendous undertaking, which is to link together these Provinces, and to render them one undivided and prosperous country, encourages the hope, that so far as Imperial aid is concerned in advancement of the project, our brightest anticipations will in due time be amply realized. "On Stanley on!" and with the help of a beneficent Providence, may the hopes of our country be fully attained, and present and future generations have just reason to be grateful for a permanent administration based on sound, constitutional, alias! conservative principles.

Subjoined are the principal items of intelligence:

NEW YORK, March 8.

The American steamship *Arctic* arrived this morning, after a rapid passage from Liverpool.—She brings 4 days later news and 20 passengers.

A new Ministry has been formed in England, with the Earl of Derby as Prime Minister.

At the last accounts from Manchester, there was a healthy business doing, and market firm with small stocks.

France continues quiet.

THE NEW CABINET.—Among the prominent members of the new Ministry are—

First Lord of the Treasury, Earl Derby; Secretary for Home Department, Mr. Walpole; Secretary for Foreign Department, Lord Malmesbury; Secretary for the Colonies, Sir John Packenham; First Lord of the Admiralty, Duke Northumberland; President of Board of Trade, Mr. Henley; Postmaster General, Earl of Hardwicke; Secretary of War, Mr. Beresford; Secretary for Ireland, Lord Ness; Under Secretary for Foreign Affairs, Lord Stanley; Chancellor of the Exchequer, Mr. D'Israeli.

The Chancellorship of Ireland has been offered to Lord Blackburn. The whole Ministry, so far as talent and experience are concerned, is but of a very moderate calibre.

The Derby Administration is now completed, and a new household has started into existence, with the same readiness as the Cabinet. Leaving most of the respectable walking Gents in the list before us to speak for themselves, we will single out those who may call for a passing remark.

Chief Justice Blackburn, if he accepts Earl Derby's offer, will make an excellent Irish Chancellor. Lord Stanley, the Under Secretary for Foreign Affairs, has probably enjoyed as much direct preparation for that office as the distinguished excavator of Assyrian marbles.—Lord Lyndhurst declines office, but promises his support, as also (it is rather superfluously added,) does the Duke of Ricmond.

Parliament had adjourned over till Friday the 27th, in order to allow Lord Derby to compl