

Provincial Parliament.

HOUSE OF ASSEMBLY.

FREDERICTON, April 9.
House went into Committee on report of Committee to which was referred the claims of H. Beveridge on Canadian disputed Territory Fund. After considerable discussion the matter was referred to Government.

Up to 4.20 the House was engaged discussing Tibbits' Bill to make railway Commissioner political.
Motions to postpone and to report progress were repeatedly made, each motion eliciting a round of speeches.

Tibbits was anxious to have Bill decided, as he was to leave on Monday.
The most noticeable opinion expressed was that a change in the present incumbent of Chief Commissioner was not desirable, as the recent investigation had been very satisfactory as far as that officer was concerned.

Progress was finally reported.
Legislative Council sent down Caledonia Manufacturing Co. Bill with amendments.

Steadman gave notice that he would pursue the bill further, as amendments destroyed principle.

COLLEGE BILL.
To 3rd paragraph of 8th section Smith moved amendment that Senate should have no power to allow any person a retiring allowance, or sum of money in lieu of pension.

After much discussion, involving the whole principle of pensions, the amendment passed by vote of Chairman, Taylor. Division 19 to 19. Desbriey having been absent, came in, and Fisher moved reconsideration of amendment. An amendment to report progress was then made and lost 12 to 27. Motion to reconsider then passed, 20 to 19, and matter stands as did when discussion commenced.

Progress reported.
Railway Committee concluded examination of witnesses; report on Monday.
House adjourned at 6.30.

April 11.
Mr. End moved a resolution for appointing a committee to make arrangements for reporting the Debates next session, which was lost—11 to 15.

Mr. Lewis gave notice of a resolution affirming that no public officer should receive more than £500 per annum salary.

At 12 o'clock College Bill resumed, and in such an amicable and conciliatory mood did hon. members approach the subject that by 3 o'clock the Bill had passed without any very important amendments, such amendments passed being chiefly explanatory.

Mr. Smith and others stated that as House had affirmed principle of Bill they should not prolong discussion on it, although their views were unchanged. The division on question to report the bill agreed to was—yeas 24, nays 9.

April 12.
The Railway Committee submitted the report, signed by all but Lawrence. His principal objection was because the Committee would not recommend that evidence be published. The report states a marked improvement is evident in the mode of keeping the books, declares the road to be first class, of superior description, well and solidly built, that discrepancies between accounts have been satisfactorily explained, that according to evidence they are no grounds whatever for imputing fraud or mal-practice with the public revenues, either to the present or former Commissioners; that from the short time at their disposal it is impossible to say taking the whole line into consideration, whether the Road might not have been built cheaper, or whether a less expensive one would have been better suited to the wants of the country; that they had no opportunity of enquiring into the prudence or economy of the management, or of probable returns of traffic; and for the reasons set forth the Chairman, or one of the other Commissioners should be in the Executive, and hold a seat in the House; recommending that Legislative action be had to carry out the principle.

The report was accepted, after which Gray moved a resolution that the Minutes of the evidence taken before the Committee be published, which after some discussion, pro and con, was passed.

Immediately after dinner, Hannington rose and prefacing it with a few suitable remarks moved the following, which after some pertinent remarks by Gray, End, Fisher and McPhelim, was unanimously adopted:

Whereas this House has been informed that the Hon. Charles Simonds, many years a member of and Speaker of the House, died last night at his residence in St. John, therefore,

Resolved, unanimously, as a tribute of respect to his memory, the members of this House wear suitable mourning during the remainder of the Session.

The House since 11 has been occupied in a dreary discussion on the Report of the Railway Damage Committee. The 1st section referring to Birds' claim, was rejected and now 4 to 8 progress is reported.

The Legislative Council to-day passed the Bill to establish the University of New Brunswick without amendment. The House will be prorogued to-morrow.

April 13th.
Mr. Lawrence submitted a proposition signed by Samuel Watts and James Edgar, offering to report fully the proceedings of the next Session for the sum of £150, when on motion of Mr. L., the proposition was accepted, and a Committee appointed to make arrangements for printing and publishing the reports. The Committee are, Lawrence, Edgar and Gillman.

The Report of the Contingent Committee was taken up and agreed to, after the usual economical expressions of opinion, and an additional £10 to the amount £10 was recommended to Thomas Hill for reporting. Each of the other Reporters, six in number, were allowed £31 13s. 4d.

At 12 o'clock, His Excellency came down, and prorogued the House by the following Speech:—

Mr. President, and Gentlemen of the Legislative Council;
Mr. Speaker, and Gentlemen of the House of Assembly;

During the present Session many questions of importance affecting the material and social interests of the people have engaged your attention. Your exertions in the performance of your legislative duties claim my acknowledgments.

Mr. Speaker, and Gentlemen of the House of Assembly:
I thank you for the supplies which you have granted to Her Majesty. The Act for raising a Revenue will, I hope, afford ample provision for the requirements of the public service.

Mr. President, and Gentlemen of the Legislative Council;
I congratulate you on the termination of your labours, and in releasing you from further attendance, I heartily wish you success in the occupations which await you at your homes.

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To the Chief Engineer, Mr. Buck, the party feel themselves indebted for his kindness and urbanity, as also to Mr. Allen, Locomotive Superintendent, for his gentlemanly bearing and attention. It is to be hoped there will be Excursions this summer by Rail. To the sportsman there are inducements, as we learn there is good fishing in the Lakes and the woods abound with game.

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On Friday.—We have to-day to record the death of the Hon. Charles Simonds, who in the fulfurness of years and honor, has departed from among us.

Mr. Simonds was the oldest surviving native of this City and County, having been born in the Parish of Portland about the year 1783. His father, the late James Simonds, Esq., arrived in this harbour, with eighteen others from Newburyport, on the 10th May, 1762, and immediately landed at the point since known as Simonds' Point, where a house was erected in a few days from a frame and materials which those early settlers brought with them. The Hon. Charles Simonds, now departed, was born there, and has ever since continued to reside in the native Parish.

In 1819 or 1820, Mr. Simonds was elected a Member of Assembly for the City and County of St. John, to which he was re-elected many times subsequently. During several Assemblies he has occupied the distinguished position of Speaker, and when last in the House, he held that dignified office.

He was for some time a member of Executive Council, and also a delegate to England on matters deeply affecting the best interests of New Brunswick. In local affairs, as well as in Provincial politics, Mr. Simonds has taken an active part, and always in a conspicuous position, ever exerting himself for what he believed to be the best interests of the Country.

The first born of the early settlers are fast passing on that home from whence so many of them have returned, and among them all there is few whose loss will be more sincerely regretted, or whose departure more truly felt, than the Hon. Charles Simonds.—*New Brunswick.*

ACCIDENT TO THE STEAMER MAID OF REEM.—We regret to learn that this substantial steamer, while on her trip to Dorchester, struck on a ledge of rocks known as the Grand Ledge, at the entrance to Dorchester River, at 4 o'clock yesterday morning, and soon after sank.

The passengers and crew were landed in the boats, but two horses on board were drowned. A thick snow squall prevailed at the time, which prevented any object being visible. The extent of the damage is not yet known. The steamer was insured for £3000. The accident happened just at the opening of the navigation, will not be only seriously felt by her enterprising owner, but by travellers and business people.

ARRESTED FOR MURDER AND ARSON.—*Banco.* April 10.—Marshall Potter was arrested on Saturday, at St. Stephens, N. B., by Officer Beon, of Lec. He is charged with causing the death of his mother, two brothers, and nephew, on Thursday morning last, at Lee and robbing the house of \$150. It will be recollected that he was the only one that escaped when the house was burned. He was fully dressed, and his two brothers who slept in the same room, were burned as was also his mother and nephew. He left immediately after the fire changed his clothes at Carroll and succeeded in reaching New Brunswick before he was arrested. His clothes were bloody, and the money earned by his two brothers during the winter was seen in his possession.

Walking across Niagara Falls.
A Yankee actor, named Andrew Greenleaf, who was personating himself as an Italian by the name of Signor Gaspari Morelli, performed the following daring feat at the Falls of Niagara:—

"Signor Morelli asserted his ability to do many things—a belief in which required considerable faith. The Southerner, who is a well-known sporting gentleman of New Orleans, evidently thought the signor was lying pretty hard, and at his last announcement, he laughed long and loud. Morelli had, in fact, expressed his conviction that he could cross Niagara River, walking upon silts, amid the foaming and unbounded rapids that whirl between Goat Island and the Falls.

"I'll bet you a thousand dollars to fifty it can't be done," exclaimed the Southerner. "I accept the challenge," answered Morelli, quietly.

To avoid a crowd, it was announced that the attempt would be made upon the 14th (Monday) instead of to-day; so that, at seven this morning there were only about 50 persons by the river bank. Punctually at that hour Morelli appeared, in fine health and spirits.

"He had with him a pair of stilts, about 12 feet long, made of wrought iron, flat sharpened, and pointed—shaped, in fact, almost precisely like a double edged dagger. These were firmly lashed to his legs, and he walked toward the river with a confident smile. The morning was clear and cold, but he was attired very lightly, in a dress usually worn by professional gymnasts. At ten minutes past 7 he stepped into the water, which, in another moment was boiling, surging and rushing beneath his feet. The boldness of the lookers-on held their breath in suspense, as the daring man receded from the shore. He alone seemed unmoved, and passed on slowly and carefully, avoiding the larger rocks which were made apparent by the eddying current. His steps at first were very short and carefully made, but afterwards became bolder and longer. The stilts, of course, were so placed that the current struck only against their sharp edges, and produced but little effect; but the danger from sunken rocks, and the conviction that a single false step would send him to death, produced a feeling which was horribly painful. Once or twice he seemed to lose his balance, and a sickening shudder ran through each of the beholders. Recovering himself,

he still kept on—still receded, until, to our straining eyes, he could scarcely be distinguished from the foaming waters.

The middle of the river was attained at last; hours seemed to have fled, but he was barely seventeen minutes since he left the shore.

"As he approached the deepest and most dangerous parts of his route, the suspense became more, fearfully intense. No word was spoken, except that one man offered another \$5 for a moment's view of his progress, which offer passed unheeded. Just as Morelli reached the swiftest and deepest part of the current he seemed to totter—sink—he threw up his arms! I closed my eyes. Opening them a moment after I saw that he was still standing. A few moments more, and he had reached the Canadian bank—he was safe, and fell exhausted into the arms of two men who were waiting to receive him.

At this hour (3 p. m.) he has nearly recovered, and, though still in bed, received the congratulations of dozens of visitors who came pouring in. He felt the American shore 950 feet above the fall, and came out 1,000 feet above the Canadian.

From Nicaragua.
The steamer Northern Light, which arrived at New York Wednesday night, brought important intelligence from Nicaragua, of which a brief statement was given in our telegraphic column yesterday morning. We now present some further details:—

Mons. Bolly, with 40 officers and men, arrived at Greytown on the 15th ult., being the pioneer of the construction of the canal, who will be suitably rewarded by the English Government with a Pension.

Ports Castillo and San Carlos are to be given up for their headquarters immediately—rather a significant circumstance, however, when coupled with the fact that some of the corps of Argentin and Cuzcoan Force, Col. Gomez, an English topographer is also on the ground.

The Nicaraguan Chamber had at one taken action in regard to the Transit, by passing the following decrees:—

ARTICLE 1. The Transit route on the Isthmus of Nicaragua is free for all nations, consequently a monopoly over it in favor of any person or company is not recognized or granted.

ART. 2. The disembarkation and transportation of troops, arms and munitions of war cannot be permitted, except in accordance with a treaty stipulated to that effect.

ART. 3. The Government will regulate the manner of making the transit, effective, consulting the security and convenience of the Republic.

ART. 4. The Government will also take upon itself the imposition of a charge for transportation, moderate equal for all nations.

ART. 5. This decree shall not be construed in any manner so as to be an obstacle to the opening of the inter-oceanic maritime canal.

Gent. Menendez, at the hall of the Chamber of Deputies, Feb. 24, 1859.

The circumstances attending the seizure of the Transisteamers are not very clearly given, but seem to have been as follows:—

It appears that the Nicaraguan Government has appointed an officer from Billos in the Pacific to ride for some time, and had spies stationed to report the arrival of any suspicious vessel. On the afternoon of March 24, the U. S. ship-of-war Decatur arrived at San Juan del Sur, and sending her launch ashore for water, was taken for a spy vessel. The President Mariscal on being apprised, ordered 300 troops, and personally commanding took the "Transit" road, for the purpose of reaching the landing, but had not reached the shore before the Decatur was apprised of this, giving the true character of the stranger. A revolt was then made, burning or otherwise destroying every thing they passed over.

On the 5th of March, President Martinez issued a proclamation commanding the zeal and activity of the officers and military, to reach the people, in hastening to resist the anticipated invasion. The President expressed a belief that this spectacle would be a great discouragement to filibusters in future, and concluding by inviting the people to resume their peaceful labors, assuring them that he will watch for their security and call upon them in case of an attack is imminent.

"On the 11th of March," says a correspondent of the New York Herald, "an order or command, signed by an official at Port San Carlos, dated the 10th, was served on Captain Holton, of the lake boat New Yorker, then lying at the head of Toro Rapids to place the steamer immediately under the guns of Fort San Carlos, twenty-seven miles distant. An hour was given Holton to reply; and if his captain refused to comply with the order, himself and men were to be regarded as 'suspect to the peace of the republic.'"

"The order was served on Holton by an officer of the Nicaraguan army, accompanied by armed soldiers. Upon his protesting against such proceedings, and refusing to obey the order, the officer and soldiers took forcible possession of the boat. Holton and carried her to San Carlos. Holton attempted, and asked permission to leave the boat, but was forcibly detained until the 13th, when at the intervention of Mr. Bissland, chessenger, the agents of the company, he was set at liberty."

"On the 12th a similar order was served on Captain Curran of the Catholicine Maria, lying at Castillo Rapido, from the commander of Fort Castillo. He declined complying, and the Catholicine Maria was seized by the Nicaraguan officials. Curran hauled down the American flag in token of a compulsory surrender. The Catholicine Maria went to the Fort, got the Nicaraguan flag and hoisted it on the Catholicine Maria."

"In attempting to take her to Fort San Carlos she was run on a rock at Toro Rapids, where she now lies high and dry."

The correspondent of the New York Herald says that Schlessinger who has for some time been a political agent of the Transit Company, carries home a copy of the Ousely treaty. It is similar to the Cass-Yazoo, with the exception that British troops are to be landed only when demanded or asked by the Nicaraguan authorities. The Mosquito protestants is left for future negotiation."