aid before the House the other day, from Mr. Edward Allison. But what was the [illegible] petition? It was not to bring before the House any thing relating to matters of private litigation between the petitioner and Dr. Gesner; but to effect specific objects of public interest; its object was threefold; 1st—To ask the House to take into consideration generally, the respective rights of grantees of land and lessees of mines; 2dly—To request the Legislature to consolidate and reconcile those interests by a Legislative enactment of a general nature; and 3dly—For a grant of land to an association of enterprising gentlemen, to enable them to carry on mining operations. There was not a single word in that petition, relative to any dispute or litigation between Mr. Allison and Dr. Gesner; and if it had called upon the House to legislate on the litigation between those parties, not a member of that House would have entertained it for a moment. But Mr. Allison would never have written, or attempted any such petition; and his petition merely prayed the House, to legislate prospectively, and on general principles on the mining question. There were two objections to the reception of this petition from Dr. Gesner. First, it reflected, not only strongly and improperly, but even distinctly by name, on two hon. members of that House; and secondly, it referred to a private litigation and suit at law between Mr. Allison and Dr. Gesner, which ought never to have been alluded to in any petition to that House; it referred to a common action of trespass now at issue between the parties in a court of law, and prayed the House not to pass any law to affect that litigation.—Such an intention would never have been thought of, by any member of the Committee, to whom Mr. Allison's petition was referred; if any such suggestion had been made to them, they would at once have said, that they could not interfere with any matter of that kind. None of the objects contemplated by Mr. Allison's petition, could in any way affect the course of the private litigation between the parties; it was an object never contemplated by Mr. Allison himself; yet it was evident that Mr. Milner had an impression on his mind, that something of the kind was intended, or he would scarcely have ventured to draw up such a petition as that now under consideration.—He (Mr. S.) was against its being received.

Mr. Botsford felt somewhat interested in this subject; because every man with common sense, who read that petition, must see that it reflected on his conduct; and he was astonished that any member of that House would tell the House, that this was a parliamentary and proper petition, and that it ought to be received. The petition directly accused certain hon. members of that House of misconduct; and if, by the Rules of the House, it was unparliamentary in any member even to allude to any other member by name, how much more unparliamentary and unjustifiable was this petition, which plainly accused certain hon. members by name, of partial and interested conduct? And by whom was this petition presented to the House? He (Mr. B.) had as much respect as any man, for Mr. Milner, the signer of the petition; but who was he? Why, he was one of the real plaintiffs in the cause; he was not the mere attorney for Dr. Gesner: an action of ejectment had been brought against Mr. Allison and his associates; the mere title of an action of ejectment did not disclose the names of all the parties, it might be "John Doe on the demise of A. B., and others, against B. C.;" and in the action to which he had alluded, Mr. Milner was actually one of the lessors of the plaintiff, and therefore one of the real plaintiffs himself. But he did not state that fact in this petition; that did not appear at all. Now what was the case last year, with regard to this question? The dispute between Dr. Gesner and Mr. Allison had been fully investigated and patiently examined in a Court of Equity, and finally decided in favour of Mr. Allison.—The hon. member then, at some length, went into the history of the two bills introduced into the House last year, and of the dispute between the parties, as to whether the mineral raised by them respectively, was asphaltum or coal; and contended, that the bill sought for by Mr. Allison and associates, was merely a bill to give them the rights which they ought to have had, and the secure possession of the property which the Crown had given them; that the forcible and violent conduct of Dr. Gesner and his party, had been legally investigated and adjudicated upon in Albert County, and found in favour of Mr. Allison and his associates; and that all the infringement of right had been on the side of Dr. Gesner. As to this petition; the hon. mover said, that it was no reflection on any member of that House; but he (Mr. B.) would ask, where would be the independence of that House, if such language were allowed to be addressed to it? The petition presumed to impeach the integrity of members of that House; and was a gross reflection upon the House itself. He (Mr. B.) had been asked, in the Select Committee, whether the bill he had brought in would favourably affect the rights of Mr. Allison in particular; and he had replied certainly not, and he would have nothing to do with any bill, to affect the rights contested between two parties. The question at issue between those two parties was purely whether the mineral was asphaltum or coal; and the House could not pass a law to affect that question. He called Mr. Milner a plaintiff, and not merely the attorney for the petitioner; because he was really as much interested in the question as Mr. Allison or Dr. Gesner; he, was really a plaintiff himself. And what had been the cause of delay, in bringing to trial the action now pending between those parties? Mr. Allison and his associates were as anxious as possible to have the cause tried; they had invested thousands of pounds in them; and all this delay and uncertainty caused great loss and expense to them. But every opposition had been made, and every possible manœuvre put in force, to prevent their getting a fair trial, and to compel them to go to trial without full investigation and evidence.—The Judges saw this, and therefore they very properly postponed the trial, till proper testimony could be obtained under commissions, sent for that purpose to America and to England. It was to get the case fairly tried, upon proper scientific testimony, that the trial was put off; that was the cause of the delay, and nothing else. As to the Mining Committee; if he thought for a moment, that he was interested in giving his opinion on the main principle, he would not remain on the Committee. But what was the main question? It was simply, whether grants of the mines should be made to the owners of the soil, or mining privileges granted to the lessees of the Crown; and this could not in any way affect the question now in litigation between Mr. Allison and Dr. Gesner and their associates. All the facts of the original dispute between those parties, had already come up properly before the legitimate tribunal; the question was argued for three days before the Master of the Rolls, on the application of Dr. Gesner for an injunction against Mr. Allison; and it was fully, impartially and finally decided in favour of Mr. Allison. As to this petition; was it parliamentary or correct for an individual, (when it was considered unparliamentary in members of the House to do so in debate,) to advance insinuations, and to name by name members of that House, and to reflect on the acts and proceedings as such members? There must be some principle established, to regulate such matters; and the House must decide, whether it would permit the privileges and the integrity of the House to be impeached, in the manner that they plainly were impeached by that petition.

After many Speeches for and against the Petition being received—

Mr. Huntington replied generally, defending the petition, and contending that, although its expressions were probably very indiscreet, it contained nothing intentionally disrespectful or offensive, either towards Mr. Allison, any hon. member of that House, or the House itself. It was drawn up by a lawyer, rather educated for drawing up petitions; and was therefore merely a lawyer's view of the case. His (Mr. H's.) course and opinion had always been, that whenever any party wished to petition this House, they had a perfect right to do so; provided that their petitions were respectfully worded, and contained nothing intentionally disrespectful. But after hearing the opinions of hon. members, who appeared to think that the petition [illegible] construed into something like a reflection on [illegible] perhaps the whole petition had better be withdrawn.

By leave of the House, the petition was then withdrawn.

COMMUNICATION.

[FOR THE CHRONICLE.]

BRITISH AND AMERICAN DIPLOMACY.

Concluded.

Mr. Editor,—Great misapprehension seems to have prevailed with regard to that clause of the new act which provides for the naturalisation of foreign ships, and much of the opposition to the bill was directed against that part of it—this however was needless, and as the Yankees say, "barking up the wrong tree." There is perhaps no part of the world where ships can be built cheaper than in the North American Provinces, and they always have been, and still are accessible to British shipbuilders. But it is worthy of remark that the American government show no disposition to copy after this display of British liberality, doubtless because their subjects would then resort to these Provinces to build, where it can be done cheaper than in the United States; but in lieu of that large quantities of the raw material are being procured to be worked up at home. The new prospect that is opened up having given an extraordinary impulse to ship building in the United States, while in the adjoining Provinces the public mind is proportionably depressed: in fact the inhabitants of this Province see little before them, but the uncomfortable prospect of being hewers of wood to the Americans.

The idea of opening the coasting trade of the United Kingdom to foreigners, which was at first entertained, created much anxiety, and it was not until fully understood that the Americans meant to retain theirs, that the public mind was relieved.—Here again was a false alarm: the American never would have interfered to any extent with that of Britain, had it been opened to them—the Navigation in such a cold and boisterous coast would not have suited them—they never would have been found carrying coals to and from Newcastle; but the American coasting trade is a far different thing, extending as it does from their North Eastern Boundary at the St. Croix to Mexico, on the Atlantic side, and along California and Oregon to the 49th deg. of North latitude, on the Pacific—embracing many thousand miles of sea coast, including within its limits a vast variety of soil and climate, and capable of raising almost every production of the habitable globe: the latter portion partaking something of the nature of a foreign or colonial possession on account of the long voyage round Cape Horn, by which only it is accessible. Compared with this the coasting trade of the United Kingdom sinks into insignificance, and although it will not bear a comparison with that of the Colonial Empire of England, yet it is second to no other. In point of fact as regards all purposes of Commerce or Navigation, what the colonist is or rather was to England, the coasting trade is to America; and that the one should be thrown open and the other retained is one of the most singular instances of miscalled reciprocity that ever was negociated on the face of the earth.

And now after the lengthy exposition of what few will deny to be the true state of the case, should any true lover of his country, jealous of her honor and regardful of her interests (if happily any such there are) enquire with wonder and amazement how such great sacrifices came to be made—and blame the ministry of England for it—it should be understood that it is not their work alone. Obtuse as the Whig intellect is, it cannot be supposed they were so impenetrably dull as not to know something of the nature and extent of the mischief they were committing, they were acting under the influence of that party which now rules the House of Commons, whose behests they must obey if they wish to keep their places. What the object and design of the Free traders is, late events have made manifest, being nothing less than to prostrate the whole nation, and her Colonies, at the feet of the manufacturing and monied interests. To accomplish this a set of measures are concocted, some of which are passed, and their effects are now felt. The repeal of the Navigation Laws is one of them, and its consequences as yet have had no time for development: but what they will be, no one who has a practical knowledge of the working of cause and effect can entertain a doubt. Other measures of a similar nature are yet in embryo, and so long as one of those remains unfried, so long will that party contend that their schemes of political economy are not complete without it.

Whoever has read Gil Blas must remember a certain Doctor Sangrado, whose universal recipe in all disorders was bleeding and warm water. These he administered freely, and if the patient died under the operation, although every drop of blood had been taken out of his body, and it was completely saturated with the fluid, he would boldly assert that it was because he had not had bleeding and warm water enough. So will it be with the Free Traders. Should the British nation by means of their prescriptions be brought to the last stage of Atrophy; yet so long as one single draught in their whole panacea remains unswallowed, so long would they insist upon it, that was the one thing wanting to restore her; and even a description of the body politic synonimous with death in the human body, would be attributed by them to the want of free trade enough. But how long shall the British nation submit to be thus operated upon—there appears no hope under the present Parliament, which has some years to run—a dissolution is what the Whig ministry will not consent to, and there is small chance of the Free Trade members dying off in sufficient numbers to produce any effect, even should they all be replaced by men who were good and true. In the mean time any efforts to produce a change in the minds of those who now carry the sway must be unavailing. The most forcible reasoning or eloquence in debate—the call of patriotism, or the voice of suffering humanity—the keenest wrong or most pointed satire—the most powerful appeals to honor or conscience, are utterly lost and thrown away on men so imperturbably wrought up in their own conceit, and who appear to be actuated by no principle, but the most intense and heartless selfishness.

There appears, therefore, nothing for it but to wait with patience until the present House of Commons dies a natural death, and then (if by that time the nation is not irretrievably ruined) a union of all those different interests, which on former occasions so unaccountably suffered themselves to be cut up in detail, may serve to set things right; and then it is to be hoped the colonial interests, so closely connected with those of Britain, may not be lost sight of. In the mean time it is to be fervently hoped that nothing will occur which may serve to furnish an appendix to the History of concessions made by Britain to America.

A minister has lately gone out to Washington to patch up some agreement respecting the ship canal across the Isthmus, † which is assuming an aspect of importance, and those who are aware how invariably the Government of the United States gets the better of our own in almost every transaction, cannot divest themselves of anxiety on the subject: the more so from observing an article in the *Times* (the Ministerial organ) deprecating any thing like collision with America, and expressing an opinion that it would be better for England to abandon her rights in that quarter than to risk such an event. The *Times* is not far from right, and it is ominous of what things are coming to: the policy that England has pursued for years back, which is still followed, and likely to be continued, having the inevitable tendency to make her dependent on America. As a proof of this, let any British statesman ask himself, in case of such an event taking place, where the supply of cotton is to come from, and how can the question be answered.

It is to be hoped the aforesaid minister is not charged with any project to establish by treaty the present relations subsisting between the two countries: that would do away with the last chance England has of retrieving her former position by reenacting the old Navigation Laws, which could not be done on the face of such a treaty.

Rumor also says that he will endeavour to bring [illegible] between the United States and the British North American Provinces. It is not likely that Government will consent to any arrangment that is not for the particular advantage of her own citizens, and the probability is that should any thing of the kind be concluded upon, it will have the effect of making matters worse than they now are, which is needless.*

There is but one thing more, and with which this "strange eventful history" will be concluded, and that is the efforts that are being made underhanded by the Americans to procure the landing of the mails at one of their own ports instead of Halifax, and their transmission through their own territory to Canada; unquestionably it must be for some proposed advantage to themselves they wish to obtain it. Their views in this instance have been aided by some gross misrepresentation on the part of British officials, and in the rage that now prevails for cultivating their good graces, compared with which colonial interests are as dust in the balance, little doubt they will obtain it.

Having thus got through a tedious and mortifying task, should it be thought too much asperity of language has been used, I should rather say in that respect it has fallen short: the difficulty being to find terms sufficiently expressive of indignation at the arrogant assumptions, combined with low cunning of the American government, or contempt for the base truckling of the Whigs.

A COLONIST.

It is now nearly two years since the foregoing was written. The new Navigation Laws have been so long in operation, and their effect during that time would serve to show in some measure whether the writer's views and opinions were correct or not. According to Blackwood (who is the highest authority of the day) British shipping has already fallen off to an alarming extent; and there is a corresponding increase of foreign tonnage in British ports; and this state of things may be expected to go on progressively until the latter in a great measure displaces the former—a thing they were not prepared for at first for want of a sufficiency of vessels; but since a new field has been opened to them the Americans are building at a rapid rate. Whether shipbuilding has declined in this Province may be judged by taking a look at what is called the Straight Shore in the harbour of St. John, which used to be lined with ships on the stocks, and observing whether it presents the same appearance now.

But the greatest consideration of all remains untouched, and is almost too alarming a subject to venture upon, that is how England's supremacy at sea is to be maintained, without which her Colonial Empire is no use whatever. The British Ministry, when the bill was brought in, seemed to have some little anxiety about it, for did they not procure evidence to be given before a Committee of the House of Commons (a packed one of course) as to the practicability of recruiting for the Navy, without any dependence on a mercantile marine.—But what would signify the reports of forty committees: can they do away with the long established fact, that the former must be in a great measure dependent on, and indeed can hardly exist without the latter. Indeed if the British Government had determined to hand over the dominion of the seas to the Americans (which they are confident of assuming at some future time) it could not have been done more effectually than by the repeal of the old Navigation Laws. The writer lays claim to insight into futurity, more than any one else who can view things with an impartial eye, and is capable of reasoning from causes to consequences. But most assuredly if a new Parliament does not interfere, and that soon, to set things right, some Statesman who feels competent to the task, may as well set about at once writing the Decline and Fall of the British Empire, as Gibbon did that of Rome, with a strong probability that he may print it in his own lifetime, and he may commence at the year of Repeal.

* This negotiation has now hung on for two years without any result, and with little credit either to the British Government or that of Canada, who have evidently placed themselves in a humiliating position. The Americans, it appears, are now to be offered a bribe in the navigation of the St. Lawrence, and what yet remains of the rights of Fishery. If these are conceded, there is but one thing left—to give them up the Provinces altogether.

* Almost the very words made use of at a time subsequent to that on which this was written, by Sir Henry Bulwer, in a sort of remonstrance, or rather begging petition addressed to the United States government, requesting a participation for British ships in the trade to those possessions, which as might be supposed was treated with contempt. The Americans had got all they wanted, and it was useless to appeal to their generosity for any return.

† It appears after all there must have been something wrong about the Nicaragua Treaty, else how could the Prometheus affair have grown out of it, which has put the British government in a position to apologise. No wonder, when Sir H. Bulwer made after dinner speechifying his main business, in vulgar parlance, blowing wind into the Yankees instead of attending to the proper purposes of his mission.

The Chronicle.

Saint John, February 27, 1852.

OUR RAILWAY PROSPECTS.

We are happy to inform our readers that an address to the Representatives of the City and County of Saint John, signed by upwards of four hundred persons, and bearing the names of some of the most influential and respectable citizens and inhabitants of the City and County, and holding the various political opinions of the day, was forwarded to Fredericton on Tuesday evening last, and that this document requested the co-operation of those to whom it will be presented, in advancing the important, and as we believe, the only practicable scheme, so lately propounded in the Legislative Council, by the Hon. Mr. Chandler. We are assured, that had time permitted, the address would have borne a much larger number of names, sufficient to have represented a vast majority of the property owned in the City and County. So far then as we are concerned in this, the most important section of the Province, we have given proof that the great bugbear of *direct taxation*, so frequently raised by the few composing the government opposition, does not deter us in the performance of a duty, when the best and most intelligent men of the country are anxiously expecting the performance of it.

We must confess that after the terrible outcry,—"The country is to be ruined, and every mother's "son of us is to be sold into slavery, and like Wamba in Ivanhoe, we are to wear brass collars, with "the owner's name inscribed thereon," and all this misery and servility is to be the direct result of the adoption of "the Chandler line," that we were not quite prepared for the proposition of Mr. Harding, the adoption of which would embrace the construction of "a commercial line from St. John to the American frontier," besides "any quantity" of railway on the eastern side of the Province, and thus add *more than a million of pounds to the burthens of the country!*

We can make every allowance for the patriotic zeal and energy of so young a man as Mr. Harding, and are quite willing to give him credit for a laudable desire to represent the general interests of the country, but we are really at a loss to understand him on the present occasion. The avowed object of his party has been economy in public disbursements, whilst if the policy so recently set forth by his resolution were recognised and adopted by the legislature, a more gross and useless expenditure, at the present time, of the revenue of the country, could not be well imagined. On a careful perusal of the address from this City and County to himself and colleagues, which he would be afforded on Wednesday morning, we trust that he would at once, if he had not determined wisely before then, abjure his scheme of visionary wildness, and respecting which we can venture to assert, that there is not one sensible man among his constituents, who concurs with him in what, it is to hoped, that we may now call his *late* opinions.

That a railway in the north will follow hard upon the heels of the one now projected, we have no doubt, as "railways beget railways," but without a common progenitor, there can be no posterity.

The St. Andrews *Standard* of Wednesday last, whilst treating of the Government scheme, thus remarks:—"No legislator will be fool hardy enough to oppose this measure, as he that does, will be considered an enemy to his country."

Since writing the above, we perceive that a public meeting was held in the County of Victoria, at the Grand Falls, on the 13th instant, at which a resolution was passed approving of the Government scheme so far as the route of the line is concerned, although the meeting was adverse to the Government undertaking the work. The resolution of approval was [illegible]

Moved by B. Beveridge, Esquire, and seconded by L. R. Coombes, Esquire,

Resolved, That in the opinion of this Meeting, a Railroad from Halifax to Quebec, passing through the Valley of the St. John River, presents the only prospect for a remunerative route; is necessary for the improvement of this Province; and that no other route should be entertained by the Legislature.

The information conveyed by the following resolution is of importance, coming as it does from men who are thoughly acquainted with the *locus in quo*.

Moved by W. M. Maclauchlan, Esquire, and seconded by C. A. Hammond, Esquire,

Resolved, That from the local knowledge possessed by this Meeting, no engineering difficulties exist between the Restook River and Grand Falls, nor within the limits of this County, of such a nature as to present any obstacle to the construction of a good and comparatively cheap line of Railroad.

Panorama of California.—The announcement of this interesting exhibition will be found in another column. We have before us a host of testimonials highly lauding the Panorama, but at present have only room for the following, which we extract from the *Bangor Mercury*:—

"This beautiful work of art and truthful representation of a trip to California and the gold rigions, continues to attract crowds of people, who without exception, are highly pleased with the exhibition. Those who have been over the route speak of the representation as very truthful and life-like, and many of those who have not been over it see much in it to admire.

The subject of this Panorama is now one of absorbing interest, particularly in Maine, from whence so many fathers and husbands, sons and friends have gone. Every hut upon the route, the mountain defiles, the gate of Panama; the mountain ranges; the Cocoa nut tree and the Cactus plant; the mules and the canoes, all possess additional interest, from the fact that they are associated with dearest friendships and loves. They are pictured, too, in admirable style, by the skilful hand of art, with a fidelity beautiful and impressive.

MODEL LETTER WRITERS.

It is a truly painful thing to witness the shameful waste of ink and stationery by several of our local scribblers, who are continually addressing their funny epistles to individual members of the Executive Government. It has been asserted that what these "jolly boys" are after, is an autograph reply, from some one or other of the parties whom they are continually worrying with their impertinent interrogations, and then the answer would be neatly framed, placed over the mantel-piece, kept in the family, and carefully handed down as an heir-loom to succeeding generations; they would be honored for life, like the simpleton who received a letter from the Iron Duke, plainly telling him not to be impertinent. No such luck is in store for them, however: their thoughts may breathe, but their words are frequently burnt, or disposed of, *without being read*, in a more ignominious way.—These ridiculous blades have proved themselves the most patient and *enduring* of correspondents, as they wait on, and on, and never receive a reply.—Poor fishing this—never to be encouraged by a nibble. Use is everything, however, and some folks, it now appears, get used to even silent contempt, and resembling Mawworm, "they like to be despised."

The Shipping of St. John for 1851.—The number of new Vessels sent home from this port last year for owners in the United Kingdom, but not registered here, was fourteen, measuring 10,332 tons. In addition to this there were sixty new Vessels registered during the year, the measurement of which amounted to 28,628 tons. Of this number, twenty one Vessels, 11,398 tons, were transferred to other ports during the year. This would make 31,726 tons of shipping connected from St. John and its district during 1851, the value of which might be estimated at about £150,000, which does not appear in the export returns.

The total amount of Shipping owned at this port on the 31st December last, was 518 vessels, 94,310 tons. The total amount of shipping owned here on the 31st December, 1850, was 535 vessels, 99,460 tons, which shews a decrease on last year as compared with the former year. This may be accounted for by the increased number of vessels going home last year under certificate, but not included in the registry accounts of this port. We may mention that there were several large vessels built in in 1851, but not registered till 1852, in order to have the benefit of another year in classing. The district of the Port of St. John, as regards registry, includes Quaco, Hillsborough, Dorchester, the Bend, and Sackville.—[Courier.

Nova-Scotia Shipping.—An official return of the shipping owned in the Province, made up to the 31st December, 1850, was laid before the House of Assembly on the 7th inst. From this document it appears that the number of vessels then registered, was 2761, the aggregate tonnage of which amounted to 168,932 tons. According to the return, also, the registry of these vessels is thus subdivided:—Liverpool 73; Lunenburg 20; Guysboro' 14; Windsor 50; Pictou 106; Parrsboro 6; Yarmouth 309; Digby 47; Sydney 317; Arichat 182; Halifax 1607.

Reed's Point.—It will be highly gratifying to our Citizens to learn that the long-contemplated improvements at Reed's Point are now in a fair way of being accomplished, thanks to the energy and good management of Alderman John Johnston, who has taken up this matter and carried it out in the most business-like and effective manner.

The act authorising the City to raise £7,500 on debentures, for the purpose of building a public Steamboat Landing at Reed's Point, has already received His Excellency's assent, and is therefore law of the land. And now, the House has granted the sum of £2,000 towards this highly desirable object, £1,000 to be paid when £3,000 is expended by the City, and the remaining £1,000 when another £3,000 is expended. The sums thus provided are, as we understand, ample to complete the proposed erection in the best manner. Our harbour will then possess good Steamboat Landings, the want of which has long been felt—and Alderman Johnston, for his active part in carrying out this good work, will no doubt receive the continued support of his constituents in Duke's Ward, and of his friends in the City generally.—*New Brun.*

No 4 Hall.—The various Companies belonging to our Fire Brigade have presented no small amount of gratification to the pleasure-seeking portion of the community, by the well-managed Balls which have taken place under their auspices during the present winter; but, we are informed, that none have given greater satisfaction than that which came off on Monday evening last, at Lawrance's Long Room, under the management of No. 4 Company. The room, which was tastefully decorated for the occasion, was well filled with both sexes, who met for the purpose of enjoying themselves, and right merrily they passed the night in the social dance. McCue's Quadrille Band was in attendance, as also a piper of the 72d Highlanders, who discoursed excellent music. The supper table presented an inviting appearance, and the order and regularity with which this department was managed gave much satisfaction. Altogether, the affair went off in a highly creditable manner, and reflects honour on all concerned.—*Ib.*

Theatrical.—On Tuesday evening, the Amateurs of the 72d Highlanders gave the first of their dramatic performances at St. Stephen's Hall, before a fashionable and crowded audience. On this occasion, the popular play, of "Rob Roy" was performed, and we must say, that the whole of the characters were not only well, but admirably sustained, particularly Rob Roy, and Baillie Nicol Jarvie. The performance concluded with the laughable burlesque of "Bombastes Furioso," which was also well played. The music was very appropriate, and the scenery was well painted.

The performance will be repeated this evening, Friday.

THE CITY CHANCERY SUIT.

Perhaps most of our readers are aware, that a suit in Chancery have been pending for nearly seven years, between the inhabitants residing on [illegible] Corporation and Trustees of the City debt. Considerable progress has been made in this cause, as appeared by a Report of a Committee of the Carleton people, who have been appointed to conduct it, on behalf of all the inhabitants residing in the western wards—and who are the complainants in the suit.

The Master of the Rolls has affirmed the position assumed by Carleton—that is, that the monies arising from the rents of the common lands, situated on the western side of the harbour should be expended—in the language of the Charter—"for the sole improvement, benefit and advantage of that part of the said city, lying on the west side of the harbour, and of the inhabitants thereof forever." Whilst under the decree of His Honor, John M. Robinson, Esquire, Master in Chancery, has been appointed to take an account of the monies received by the Corporation from the common lands of Carleton, and those expended by that body in the same quarter. The Report of the Carleton committee furnishes a voluminous history of the difficulties between the parties from their earliest existence, and enters with some particularity into the progress and aspect of the respective claims, as they have manifested themselves before Mr. Robinson, down to the present time.

Overtures, of rather an informal character, it is true, having been made of a compromise, it was considered by many persons in Carleton, who take a deep interest in its welfare, that it was desirable and expedient that a public meeting should be called—and in compliance therewith, a large assemblage of the Carleton people met at the Temperance Hall in that village, on Monday evening last. The official account of what occurred there will be found below.

That this interminable and expensive Chancery suit should be amicably settled, no man having the honor and interest of the city at heart, can for a moment deny. But how? we are not prepared to decide. The Carleton committee are reasonable men and men of integrity, and are therefore neither disposed to prefer unreasonable claims on the one hand, nor inclined to sacrifice or impair in the slightest degree, the important interests which have been confided to their care. By the terms of the resolution, it now remains for the Defendants in the suit to make a definite and tangible offer, and we greatly mistake the character of our Carleton friends—if the proposition is reasonable in its terms, and fairly based upon the amount, which is at all likely to be decided in the end, that Carleton is indebted to the opposing parties—if they do not exhibit a disposition to arrange on the basis proposed, and even to make a liberal sacrifice, having the two fold object in view, of securing peace and good will, and the full enjoyment—some time or other—of what was graciously given to their forefathers, by "the good old King George."

We are happy to learn, that at the meeting, the members of the committee were highly, and as we are assured, deservedly complimented for the integrity and industry manifested by them, on behalf their constituents, in the manner in which they have discharged the important duties connected with the conduct of the Chancery suit, and attended to other matters, affecting the Carleton rights and privileges.

To the Revd. E. Coster, Rector of Carleton, who was present on Monday evening, the meeting was deeply indebted, for the Clergyman-like and gentlemanly spirit of peace and compromise, which his valuable suggestions secured on the occasion. A resolution which was ably seconded by the Revd. Gentleman, was afterwards withdrawn at his request, and a subsequent one moved in amendment, was unanimously adopted, which virtually embraced the same principle, and as it was considered by Mr. Coster, highly desirable that perfect unanimity should characterise the proceedings.

The meeting was remarkably orderly, and well conducted—and judging from the manner in which the spirited and well timed remarks of the several speakers was received—and during the delivery of which, it could be distinctly inferred, that whilst there existed upon the one hand a strong determination to resist every attempt at imposition, yet upon the other, there was manifested an earnest desire for an honorable compromise—we arrived at the conclusion, that these worthy descendants of the good men of '83, were animated by that indomitable spirit and honesty of purpose, which so admirably distinguished the conduct of their forefathers.

PUBLIC MEETING OF THE INHABITANTS OF CARLETON.

A Public Meeting of the inhabitants of Carleton was held in the Temperance Hall, on Monday evening the 23d instant, in pursuance of a notice from the Aldermen of Guy's and Brook's Wards, at the request of the Committee for prosecuting the claims of Carleton, against the Mayor, Aldermen and Commonalty of the city of St. John and others, in Chancery, and also, in accordance with a requisition of sundry inhabitants of Carleton.

William Olive, Esquire, was called to the Chair and Mr. Joseph B. Whipple requested to act as Secretary.

The Report of the prosecuting Committee was read, and on motion to that effect was received and approved of by the meeting, as also, the Treasurer's account.

Joseph O. Dunham, Esquire, then read a proposition signed by W. H. Needham and J. O. Dunham, Esqrs., and Mr. Joseph Coram, members of a Committee of Common Council and Wm. Wright, Esquire, Chairman of Trustees of Corporation property, (as a Corporation Creditor,) proposing that the West side shall assume £20,000 of the City debt, paying to the East side £1000 per annum, being 5 per cent. interest on the above principal and an additional sum of £300 per annum, if required by the Corporation, the said £300, to form a sinking fund towards liquidating the said principal sum of £20,000.—The accounts to be kept as at present by the Chamberlain and the Rents collected by him.

A letter signed by Wm. Wright, Esq., dated February 6th, 1852, as published in the "New-Brunswicker" newspaper of February 7th, 1852, was read, by Frederick Coster, Esq. The following Resolution was then moved by Alderman Dunham, and seconded by Rev. Frederick Coster—

Whereas, the Chancery suit between the inhabitants of Carleton and the Common Council and Trustees of Corporation property of the City of St. John, has been pending nearly seven years, and whereas, it would be highly desirable to effect such a compromise of this suit, as would secure to the Carleton people their chartered rights, and enable them to obtain a conservative treaty, minus the multiple improvements, and at the same time benefit the whole City—and whereas, the proposition of Alderman of the ward, has been laid before the Committee of Common Council and Trustees dated 3rd February, 1852, therefore,

Resolved, that this meeting recommend to the aldermen of the City and Common Council and Trustees, to take the same into consideration, and if they, in their judgment, see no objection to the terms of the proposition, that they, in their capacity, as members of the Corporation, do take the same into consideration, and if in their judgment, they should deem it advisable, to call a public meeting of the inhabitants for their approval of the same.

After a discussion by the movers and seconders of the original motion, and of the amendment, and the Chairman and Mr. Coster, the original motion was withdrawn, and the amendment passed unanimously.

On Motion, *Resolved*, That the proceedings of this meeting be published in one or more of the City Newspapers.

The Chairman having left the Chair, and Joseph O. Dunham, Esquire, having been called thereto, it was, on motion,

Resolved, That the thanks of this Meeting be given to Wm. Olive, Esq., for his able and impartial conduct in the Chair.

The meeting then adjourned.

JOSEPH B. WHIPPLE, *Secretary.*

Carleton, February 25th, 1852.

GREAT MEETING OF PROTESTANTS.

Maynooth Grant.—On Tuesday, 27th inst., the demonstration of the Protestants of Ireland against the endowment of the Roman Catholic College of Maynooth, was held in the Round Room of the Rotundo. It was accomplished in two meetings, one in the morning and the other in the evening, and was a great and a successful manifestation of the enlightened resolves of that which in the truest sense is the "Irish nation." There could not have been less that 5,000 persons, who, by their presence on this memorable day, testified to their abhorrence of compromise of principle, and a policy of coward expediency. The evening meeting was more densely crowded than that in the morning; and little less than 2,000 were present at the latter. The enthusiasm was glowing, yet the expressions of the speaker, nor the documents adopted by the meeting, never passed the bounds of a well considered moderation. The room was paraded throughout by servitors of order, carrying bannerets with the following inscriptions—"No Puseyism;" "No Surrender;" "An open Bible;" "Remember 1688;" "God save the Queen;" "No peace with Rome." And around the noble ampitheatre were suspended banners of orange, white and blue, emblazoned with "No State Endowment of Popery;" this was immediately over the chair. "Dublin Protestant Association." "Derry, 1688!" "The Boyne, 1690!" "Lord Enniskillen, and Loyal Orangemen all over the world!" "The Ten Bishops Restored!" "The Reformation!" "Aughrim 1691!" "Protestant Ascendency in Church and State!" "The Irish Protestant Nation!" and "The Glorious, Pious, and Immortal memory."

THE LEGISLATURE.

Fredericton, Tuesday Evening, 24th Feb., 1852.

This morning, after the Journals were read, Mr. Beardsley said he did not rise to make a motion, but in reference to the grant of £50 which passed yesterday to the Roman Catholic Clergy for the spiritual instruction of the Indians, he begged to remark that he had been informed that a compact was entered into some years ago that the grant was only to be continued during the life-time of the late Bishop Dollard. He hoped, therefore, the hon. Provincial Secretary would pledge himself that this should be the last time the grant should be placed on the Supply Book.

The hon. Provincial Secretary replied that this was a grant that had been sustained unquestioned for thirty-five years, and he, having heard of no compact, would if he lived move the grant next year, and carry it if he were able.

The House went in Supply, and took up the grants recommended by the committee of trade.—The first was a grant of £2,000 in aid of building a Steamboat Wharf at Reed's Point, Saint John. A long discussion ensued, the motion being supported by the hon. Provincial Secretary, the hon. Surveyor General, the hon. Mr. Gray, and Messrs. Needham, Harding, Hatheway, Scoullar, Beardsley, and others. It was opposed chiefly by Messrs. Johnson (of Miramichi,) and Hannington and the hon. Mr. Montgomery. The grant was sustained by a division of (I believe) 18 to 12 or 13.

The next was a grant of £100 to aid in the erection of a Steamboat Wharf opposite Dorchester, in Albert County. This was sustained by a large majority.

The next was a grant in aid of running a Steamboat from Pictou to Quebec, touching at Shediac and Miramichi. The terms of the propositions were that £250 should be paid annually, for three years, when it was certified that a weekly communication by steam during the summer months had been kept up between those ports, and £500 annually for three years if a semi-weekly communication be kept up. After a long debate the grant was sustained 16 against 11. Mr. Cutler then protested against the amount, and suggested lower sums.—The question was taken on the first blank (that of 500) and lost by a small majority against. It was then moved to fill up the first blank (for the semi-weekly trips) with £250. This was also lost. Mr. Hannington then said the grant would be useless unless the large sum was carried, he therefore moved the reconsideration of the £500. The motion to reconsider was put and lost by a division of 16 to 17. The matter was then allowed to remain in *statu quo*, and the Committee rose at sharp four to allow the members to go to Burton, Sunbury; to enjoy themselves at a Temperance tea-drink.

Hon. Mr. Gray, from the Westmorland Scrutiny Committee, moved that Mr. Purdy, who is in ill health, be excused from attending. After some conversation the motion was withdrawn, both parties consenting that Mr. Purdy may attend the sittings of the Committee or not, just as his health permits.

Mr. Scoullar, Chairman of the Road Committee, reported. The report recommends the sum of £15,129 for Bye Roads, £13,766 for Great Roads, and £5000 for special grants; total, £33,895.

Approaps of the Liquor Bill, rumour says that, as the Bill is to come into operation three days after it passes, it is to be kept back late in the Session in order that it may not, during the present winter, interfere with the tippling of several of its supporters.—[N. Bruns.

(*By Telegraph to the News Room.*)

RAILWAY DEBATE.

Fredericton, Feb. 26.

The Attorney General opened the Debate on the Railway Resolutions—he went over the history of all the negotiations—said he had always endeavoured to get the northern line, but ceased his endeavours when he found it impossible—he felt that the Government of the three Provinces were right in adopting the other route, under the circumstances, and that it was the duty of the House to assist in carrying it out, as it must benefit the whole Province. He went into the general question and argued the advantage of Railways.

Mr. Gray followed in a very long speech—said the minds of the people had changed, they now understood that the money could be got where and the advantage of having lands on the line in the Provinces; thought that Government should not be asked to guarantee the interest, the money should be raised by the country alone; some thought the amounts for the guarantee of interest was too high; Canada was a rich country, and yet the Grand Trunk was unable to carry out its contract without Government aid; the roads in the great valleys of the Ivey Champlain &c. would not cost more than the St. Andrews line; believed it would pay the interest and create a fund to liquidate the debt—declared Mr. Archibald's proposals extravagant, and said the Government would stake their existence upon the present scheme.

Mr. Harding proposed amendments—said he did not think the roads would pay as well as was supposed; showed the difference between the countries spoken of and this; that there were other outlets nearer Canada than St. John; that the road would not go through a cultivated country; and that as all our resources were to be pledged, we should get all the Railroad we want; the House should therefore adopt the amendment.—House adjourned.

The public meeting last evening was rather thinly attended. Many Members of both Houses were present. Mr. Rotsford explained the course the Company had taken to aid Mr. Archibald's