

NEW-BRUNSWICK. PROVINCIAL PARLIAMENT.

HIS EXCELLENCY'S SPEECH.

His Excellency the Lieutenant Governor was pleased to open the Session of the Legislature with the following Speech:—

Mr. Speaker and Honourable Gentlemen of the Legislature:—I have the honor to thank you for the report which you have presented to me on the subject of the proposed extension of the Halifax and Quebec Railroad.

It is a subject which has attracted much of the public attention, and I have the honor to say that the Government are prepared to support the measure.

The amount of the Loan yet remaining unpaid is £1,000,000, and I have the honor to say that the Government are prepared to meet the interest on the same.

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THE STANDARD.

WEDNESDAY, JANUARY 14, 1852.

Legislative Summary.

The Legislature was opened on the 8th inst. by His Excellency. A delay occurred in the choosing of a Speaker, which caused the postponement of opening the Session from Wednesday to Thursday.

His Excellency's Speech will be found in another column. We cannot gather from this State Document what the views of the Government are on the leading questions; but a short time will elapse, however, before the opinions of the Executive are expressed through the Members of the Government in the Assembly, will be known.

The debates of the Legislature are to be published in a cheap form, which reaches of every one who has concluded not to fill his columns with reports of the things; but instead giving a synopsis of the most important proceedings, with the full report of all debates which will be interesting to the inhabitants of this County. By this course we believe our Journal will be more interesting; and space will be at our disposal for a summary of the latest news, and at the same time keep our readers posted up to what is going on in the Legislature.

On Monday nothing of importance was done in the Assembly. Our latest three are to be published on the 12th inst. The Address in answer to the Speech passed the House without amendment or alteration. The Legislature adjourned on the 12th inst.

C. G. AGRICULTURAL SOCIETY.

The thirty-second annual meeting of the Society took place on the 11th inst. The meeting was so large as to have been held in the hall of the St. John's Hotel. The Address in answer to the Speech passed the House without amendment or alteration. The Legislature adjourned on the 12th inst.

The thirty-second annual Report was read, adopted, and also ordered to be published. Several interesting remarks were made by members of the Society. A well-merited compliment was paid to the Secretary, Mr. Paul, for his unwearied exertions and punctual attention. The officers for the ensuing year were then balloted for, and the following gentlemen were re-elected:—

- Hon. H. Hatch, President. D. Mowat, J. Walton, J. Vice Presidents. C. Mowat, Messrs. M. J. C. Andrews, J. McPhillip, Capt. James, R. Stevenson, John Lechman, S. Getty, D. W. Mowat, R. Johnson, G. E. Campbell.

At 6 o'clock a respectable number of the members sat down to an excellent dinner at Phelan's Hotel. Col. D. Mowat presided, ably supported by Jas. Walton Vice President. The usual parting toasts were drunk with loyalty and good feeling—several songs were sung, and the party separated at ten, much pleased with the entertainment.

RAILROAD MEETING.—We are informed that a Public Meeting will be held at Saint George on Saturday next at 1 o'clock, for the purpose of taking into consideration the propriety of building a Railroad from the Upper Falls to Salt Water. We also learn that some scientific gentlemen will address the Meeting.

We trust the enterprising people of Saint George will enter with spirit on the work, and follow the example of their good-neighbored brethren in Calais, who in one season, projected and built the Calais and Baring Railroad. No doubt sufficient statistical information will be laid before the Meeting to prove (if proof is wanting) that a railroad from the Upper Falls to the Salt Water will pay. All that is wanted is the will: let those interested in the project put their shoulders to the wheel, or organize a company, obtain as many shares as they can pay for, and others will be no trouble in getting whatever balance of the stock remains, taken up by men of capital in the United States. The line, we learn, is very favorable, being nearly level; the undertaking is feasible, and it is admitted a railroad is required—then, put on the steam.

Our contemporary of the *Eastport Sentinel*, during the last few months, improved the appearance of his Journal, by the addition of new and fancy type. The first number for this year has reached us with a new heading, which gives a view of Eastport. The plate is nicely executed, and was got up at a very considerable expense. The *Sentinel* is a good family paper, contains a large amount of reading matter, and is conducted with spirit. The tone of the Editorials is independent, without the least disposition to incontinence; and, although supporting the

cause of the Whigs, denounces whatever may appear wrong in that party.

ARLINGTON OF THE CAMPBRIA.—The *Campria* is the most interesting of the new papers of the Province. It is published by Lord Palmerston, Minister for Foreign Affairs, in England, and the Editor of *London* is the Editor of *France* for ten years. Lord Granville, has been promoted to the Foreign Office, thereby vacating the office, recently held by him, &c. Vice President of the Board of Trade, and Paymaster General. Lord Stanley has resigned his office of Under Secretary for Foreign Affairs.

In Ireland, the Catholic Association continues its struggle, and a little feeling is aroused by the wholesale emigration of the laboring population of that country.

In Dublin, Dr. Sallier, provost of Trinity College, has died very suddenly on the 14th of December.

IMPORTANT FROM MOROCCO.—A letter from Gibraltar states that the Emperor of Morocco has refused to ratify the treaty concluded between the French Admiral and the Pacha of Tangiers, and was marching towards that city at the head of an army of 40,000 men. These alarming reports have induced the Spanish Government to receive an board and remove the Europeans who might wish to quit Morocco. There is little doubt but that France and the other powers along the coast will be called by the demands the monarch's hostilities complicate.

IMPORTANT FROM SHIPBUILDING.—The following extract of a letter from Liverpool, dated 26th Dec. we copy from the *St. John's Courier*. It may be of importance to those interested in Shipbuilding to know, that Lloyd's have given an extra year to Hackmatack Ships, classing themselves for seven years, in place of six, as formerly. They also allow Spanish Kings, instead of Hackmatack, which will be great saving of expense.

The New Brunswick says:—An industrial company, started in London, has applied for a charter of incorporation under the name of the European and American Steam Navigation Company, for establishing steam communication between Galway or some port on the west coast of Ireland and British North America, the United States and South America.

NEW YEAR FOR FRANCE.—The Scientific men of France are at present agitating on a recent instance of a young man brought to the other shore from an eleven months on the Alps. It has given rise to a revived belief in the theory that life can be suspended at pleasure, and animals are about to be demanded of the Government to be frozen on experiment. The reader will already have inferred what a relief the offers to such unhappy ladies as find themselves not contented with the hearts they sigh to win. They have only to be used till overtaken. We should add, however, that the above is by no means a polemic.

The body of a living man was frozen into the veins of a frozen youth and he moved and spoke. The experiment was afterwards tried on a hare, frozen for the purpose, with complete success.

The Home Journal suggests the idea of putting the discovery into practical use, that is, put out \$500 at interest, have yourself packed in ice, and stay frozen, with suspended life, till it amounts to a fortune.

REGISTRY OF VESSELS.—As there are only three ports in this Province, where vessels can be registered, and as it has hitherto been requisite that the owners of vessels, previous to their departure, should appear personally to make a declaration and sign the bond required by law, much inconvenience has been felt by parties residing at a distance from a registering port, having to travel, in some instances, upwards of a hundred miles for this purpose. The Honorable Commissioners of Customs have directed, on the suggestion of the Controller at this port, that owners and masters of vessels residing at a distance from registering ports, may subscribe the necessary forms in future, before any of the Colonial Officers who are empowered to execute the duties of Controllers of Customs and Navigation Laws at the Out-stations, who will then forward the said documents to the nearest registering port, for the purpose of having the vessel registered and the certificate forwarded to the owners.

This measure will give the Out-stations the same accommodation as if they were registering ports.—(Courier)

SHIPS AND STEAMERS, BUILDING.—There are now building in the various shipyards at this port, 33 vessels, including 8 steamboats. This number is much smaller than that given last year at the same period. Three steamers are being built at Point Levi, one at the yard of Mr. Chabot, one at Mr. G. Day's, and the third at Mr. Tibbitt's. The machinery of these steamboats is being manufactured at the foundry of Mr. Tibbitt's, Point Levi. Two other steamers are constructing at Mr. J. J. Beaulieu's, the machinery of which will be furnished from Mr. Bissett's foundry in this city.—(Quebec Chronicle)

IMPORTANT FROM MEXICO.—New Orleans, Dec. 29.—By an arrival from the city of Mexico we have accounts of an outbreak against the foreigners on the 16th ult. Many stores were destroyed, and several lives lost. The outbreak was caused by a reduction of the tariff on provisions.

Advices from Vera Cruz to Dec. 16, announce the adjournment of the Mexican Congress.

having passed the tariff amendments, and authorized a loan of five million dollars.

NEW PRINTING TYPE.—A company is at present in course of formation for the purpose of carrying into effect a remarkable patent, which has for its object the manufacture of type by a process of the spinning, in a metal of harder material than the alloy of lead and antimony at present employed in casting type in a mould. The proposed *modus operandi* is by a self-acting machine, which straightens a length of metallic wire of the size and form required by the body of the type; strikes the letter on the end of a die of hardened steel, and puts it off at its proper length, and by the aid of steam, power proper type can be produced at the rate of a hundred a minute. Great durability is thus attained, and there is little, or no waste in the manufacture. That the patentees can accomplish all they promise has been proved. Complete machinery was exhibited at the Crystal Palace, where type was made and finished in the most perfect form, and the prize medal was accorded to the invention. The capital of the company is fixed at £30,000 in £10 shares. We are glad to have had the invention brought under our notice three years ago, and were very much struck with its efficiency. Of course, it will effect an extraordinary saving in the stock of the printer, and a corresponding reduction in the price of printing, and thus aid in meeting the demand for cheap knowledge. It is unquestionably the most important improvement which has taken place in the manufacture of type for the last 300 years.—(Railway Record)

UNITED STATES CONGRESS.—On Friday last, in the Senate, Mr. Walker presented a memorial from the Industrial Congress, asking the repeal of the United States Tariff Act, and a suspension of all diplomatic and commercial intercourse with that country, in consequence of Louis Napoleon's recent usurpation.

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