

and that the construction of our Railways was safe in their hands. Mr. S. also justified his own course in respect to Railways from the time they had first been before the Legislature of this Province.

The Solicitor General delivered the closing speech yesterday and I in company with many other spectators listened to him with much pleasure. It so happened that there was a large number of ladies in the gallery during the delivery of this speech, and as it is well known that the leading member for the County of St. John, when he is going to speak upon any important subject, manages to give sufficient notice to bring together a "fair sex" audience. Mr. J. during the course of his speech, was interrupted several times by Mr. Gray, and not being disposed seemingly to relish it, told Mr. Gray and the House, that he would not submit to such interruption after he had sent his cards around and had succeeded in getting the gallery filled with choice spectators. The peals of laughter which rang through the House and extended to the gallery was sufficient to indicate the old adage, "many a true word spoken in jest."

This morning Mr. End led off in the debate and delivered a most appalling speech. If I understood the words, he called the scheme an enormous man-pleasing bubble. He said that it was so great that it perfectly horrified him, and of course he should not shrink from voting against it. Mr. Kerr made a short speech, and attempted to show that the Province was only now able to build a Railway from Shediac to the Bend. Lastly, the Honorable Provincial Secretary followed in a long and able speech, in which he combated all the arguments that the opponents had brought to bear upon the subject, and stated his reasons for supporting the scheme, which if rejected, would be the means of depriving the Province of Railroads for years hence. The honorable gentleman also stated that there was an earnest disposition with the Government to do all they could for the St. Andrews and Woodstock Railway.

March 22.

Several Bills of a local nature were presented today—the Rule of the House having by special arrangement been suspended for the purpose. One of the Bills related to the Church of England, and Mr. Hatheway contended strongly that no Bills should have been received after the expiration of the fourteen days. He thought it would be as well to have the Rule expunged altogether. The mover in reply stated, that it was a Bill not local but general in its application, after which the member for York withdrew his opposition.

There was a short discussion relative to the order of the day. One honorable member stated that the country was becoming "hungry" to know the result of the Railway question. Messrs. Steadman and Gray were the only gentlemen who participated in the discussion; the former being taken to task by the latter for the lack of zeal which he had professed to show for the progress of the Bills on a former occasion.

There was a Bill presented relating to Patents on which, the mover explained, that improvements had been made in the Electric Telegraph, so that printed Despatches could now be transmitted on wires. The Bill contemplated to make this and other improvements applicable to this Province.

Mr. McPhelim from the Committee appointed to wait upon His Excellency with the address respecting persons appointed to office during the last year, reported that His Excellency would be pleased to comply with the wish of the House.

The Railway discussion was next in order. This however, was disposed of in a summary manner, only a part of the House appearing anxious to proceed with the first Bill, it being late in the afternoon. Many were anxious that it should be deferred until Monday, some even further. Mr. Gray (for reasons not stated,) moved that the House do not go into consideration of the Railway question until the last day of March. This motion did not appear to be very palatable to the minds of honorable members, for on being put to the House, Mr. Gray stood in a glorious minority of one, and thus they gave an all but unanimous decision that the business of the country should not be delayed to suit the convenience of members individually. Mr. McAdam, as usual, was loud in denouncing certain members for delaying the business of the country. His remarks called forth a sharp remark from Mr. McPhelim who protested against being goaded on to business in this way. Several other members made short speeches, when it was decided that the Bill be taken up on Monday.

The amendments made by the Legislative Council to the Bill to incorporate the Town of Woodstock, were agreed to by the House.

Some Bills and Petitions were presented, when the House went into consideration of several Bills

relating to the amendment of the Revised Statutes, upon each of which progress was reported.

The Railroad will be the all absorbing measure for some days yet, probably for the greater part, if not all of next week. Nearly all the members of the Government have made speeches in favour of the Bills, together with several others, while Messrs Gray, Street, and other opponents of the Government have made lengthy speeches against the scheme. The question will not probably be taken before Friday or Saturday.

March 25th.

The Railroad question is still under consideration in the House. Yesterday the House was addressed on the subject by several members, most of whom were for the scheme with slight modifications. Mr. Steadman warmly advocated the scheme in all its details, as one likely to be beneficial to the Province at large. Mr. Wilmot expressed himself directly opposed to the scheme, and contended that if it were passed, it would be better for every one to leave the country immediately. Mr. Hatheway followed, and when he announced that it was his intention as well as that of his colleagues to support the scheme, the countenances of several of the opponents were expressive of extreme dissatisfaction and disappointment, particularly the learned leader of the opposition who sank into a gloom from which he did not recover for the rest of the afternoon. This was sufficient to indicate that the crisis had passed and the success of the Railway bills considered certain. After McPhelim had spoken in opposition, Mr. Allan arose and expressed his views very clearly on the scheme in all its details, announcing that he and his colleagues were determined to support the bill. Mr. Connell has not yet spoken, but it is certain that the scheme will receive his support in conjunction with members representing the York and upper Counties who are anxious that the extensions shall be commenced from Fredericton upwards, and will make an effort to secure as large amount as possible for the purpose. The gallant Colonel was the last speaker, and the House during the delivery of his speech was signalized by the most uproarious hilarity, and to such an extent that the Colonel had much difficulty in getting through with his remarks. He however succeeded, and of course opposed the scheme on the grounds that it would ruin future generations. After the House had closed, there was a sharp discussion between the Colonel and Mr. Gilmour, and at one time a duel was apprehended, fortunately however, there was a reconciliation. It is announced upon good authority that Mr. Boyd will support the Railway scheme.

This day (Tue day) has in reality been one of the busiest of the Session. Ten speeches were delivered, six of them in favour of the Railway scheme and four of them against. The opponents were Messrs. Stevens, Armstrong, Botsford and Montgomery. Mr. Connell was among the supporters and delivered an able speech which will be given in full in the next issue. Mr. McPherson delivered the most humorous speech of the Session, and at intervals created the most uproarious bursts of laughter. His remarks in reference to Messrs. Armstrong, Gray, End and McPhelim created more mirth than was ever known in the House on any previous occasion.

The other supporters were his Honor the Speaker, Messrs. Ryan, Gilmour and Landry. It is generally supposed that the scheme will be carried by about 6 or 7 majority.

PROPOSED RAILWAY TO INDIAN TOWN.—We are informed that Wm. K. Reynolds, Esq., to whose enterprise and liberality we, in a great measure, owe our Suspension Bridge, has in contemplation to form a company for the construction of a line of railway from this City to Indian Town.—The whole distance by the proposed route is stated to be about a mile and three quarters. The gauge of the road to be the same as that of the contemplated European and North American Railway.—A Bill has been prepared which, we understand, was read before the Grand Jury on Saturday last preparatory to its being submitted to the Legislature. The project is a feasible one, and has been long talked of by some of our citizens—it being admitted on all hands that the traffic, &c., between this City and that place are sufficient to justify the undertaking. We are glad to see that a movement in the matter has been made by Mr. Reynolds—a gentleman whose qualities eminently fit him to carry out such an enterprise to a successful result.

THE SEARCH FOR THE STEAMSHIP PACIFIC.—Sandy Hook, March 29, 5 1/2 p. m.—There is no probability of the steam propeller Arctic getting in near enough to board her to-night. She is under sail, moving very slow. She sent the report of her cruise ashore at the Highlands, and after making some inquiries again proceeded to sea. She has been cruising between Sable Island and lat. 37, but saw no vestige of the Pacific or any other wreck. All well on board.

The Carleton Sentinel.

SATURDAY, MARCH 29, 1856.

LEGISLATIVE SUMMARY.

By Telegraph to the Sentinel.

March 26th.—No business transacted this morning prior to the discussion of the Railway question. His Excellency the Lieut. Governor came down to the Council and agreed to several Acts.—Mr. Cutler spoke for one hour in support of the Railway scheme and upon the contract with Jackson as a stupendous humbug. Mr. McLellan made a short speech in favour of the bills. Mr. McLeod followed approving of the scheme, although doubtful as to the anticipated result. Mr. Gilbert condemned the scheme as prejudicial to the interests of the Province. Mr. Tibbits spoke for one hour supporting the bills, and warmly advocating a Railway to Canada. Mr. L. R. Harding made a short speech in favor of the bills. Question taken on postponement of the bill for three months.—Yeas.—Gray, Wilmot, Goddard, Armstrong, Purdy, Street, Hayward, Montgomery, Gilbert, Botsford, Stevens, McPhelim, Lunt, End, Kerr.—15.—Nays.—Fisher, Tilley, Brown, Watters, J. A. Harding, Steadman, McLeod, Ryan, Cutler, Ferris, Connell, L. R. Harding, Tibbits, Johnson, Smith, McAdam, Gilmour, the Speaker, Sutton, Allen, McPherson, Hatheway, McLehlan, Landry, 24. McNaughton absent.—Boyd in the chair.—The several sections of the first bill were then taken up and passed by a majority of 9. Same division, after which progress reported. House adjourned at 5 o'clock.

March 27th.—After reading of the Journals this morning, at the request of Mr. McPhelim the name of Mr. McNaughton was added to the nays on the Railway bill passed yesterday. The second Railway bill was taken up a few minutes after 11. Mr. Sutton in the chair. First section passed without discussion. To the second section Mr. Gray moved an amendment, that no money be expended on the extensions until after the completion of the line from St. John to Shediac. Amendment opposed by Street, Kerr and others; supported by McPhelim, Hayward, Wilmot and Stevens. On the question being put 10 members voted for the amendment. Mr. Gilmour also proposed an amendment to the same section. Lost—only one voting for it. Section then passed. The third section passed as amended by the Attorney General, fixing the extension on the St. John River to be commenced from Fredericton upwards, and placing the amount at not less than £50,000, to be expended in 1857. Six other sections of the 2nd bill passed without much opposition, when progress was reported.—House adjourned at a quarter before six.

March 28th.—The House resolved itself into a Committee of the whole in consideration of the second Railway bill, all the remaining sections of which passed without discussion. The third bill to provide funds for the construction of Railways also passed without opposition. Progress was reported on the bill relating to the debt and property of the city of St. John.

It is with no small degree of pleasure that we place the foregoing Despatches in our editorial columns, as we consider them, so far as the interests and progress of this Province are concerned, to be the most important that ever passed along the electric wires. We deem them important because they contain the pleasing intelligence that the Government—one that has afforded satisfactory evidence that they have the real interests of the country at heart—has been sustained by a respectable majority; and from the fact that it has been determined to locate a line of Railway through the Valley of the St. John;—a route that we conceive to be better calculated than any other to develop the resources of the country, and one that time will prove, possesses greater facilities for commercial intercourse and profit than any of the proposed or projected lines that have been presented to our notice. We expressed our views pretty fully on this matter in previous numbers of the Sentinel, and shall not enlarge at present.

We congratulate the country at large on the result of the tedious and expensive discussion that has taken place in the Hall of our Legislature. But has such a useless and unnecessary waste of time been brought to a close? Shall the business of the country be longer delayed at the wish of an organized opposition? We fear that it will. We look for such another display at the introduction of the Revenue Bill: and it may be that scenes of a similar character will be exhibited in connection with the Prohibitory Law. While we admit the legitimate and constitutional right of all Legislative bodies to express their opinion in reference to the position occupied by the Government of the day, but that point having been determined by a majority sufficient to show that they possessed the confidence of the people, as expressed by their representations, with all deference, we do think that all party feelings and local jealousies should be laid aside, and merged in a general desire to advance their country's good. This we believe is the practice in that country to which we are all proud to owe our allegiance; and this truly English custom, we are happy to perceive, was followed by Messrs.

Street, Kerr and others, who refused to support the amendment proposed by Mr. Gray, after the principle of the bill had been sustained.

We can scarcely conceive the motives that induced such opposition from the Representatives for the County of St. John—the City members voted for the Bill. The whole Railway scheme tends to St. John as a centre. It contemplates to make that city an ocean terminus—an outlet, not only for the trade of the Province, but also for the surplus produce of Canada. We need not dwell upon the very great advantage to St. John in having the interchange of commodities between Canada, and the West Indies, as well as that of other countries passing through her port. Looking at the matter in this light—at the incalculable benefits that must result to that city from such a scheme, it will doubtless create no small degree of surprise, that the representatives of a County that might naturally be expected to be the most interested, are found the most earnest—the most decided in opposition.

It will be gratifying to the people of York, Carleton and Victoria, to know that their Representatives have discharged their duty faithfully on this important question, as may be seen by the vote recorded above. It is a matter of fact that the exploration and survey from St. John to Woodstock are to be made in the summer of 1856, and that not less than £50,000 are to be expended from Fredericton upwards in 1857.

The Hon Mr Tilley, in the course of his speech on the general scheme said,—“respecting the St Andrews and Woodstock Line the Government would continue to do all they could for its advancement.”

The following interesting abstract of papers, laid before the House of Commons, was received by Telegraph per last steamer, but from want of space was crowded out last week.

THE FALL OF KARS.—The papers relating to the fall of Kars have been laid before Parliament, published in a blue book. They embrace the whole subject of the war, the defence and fall of Kars, the conduct of Lord Stratford, the proceedings of the Allied Generals, and the policy of the Allied movements. The book discloses some singular circumstances. On the 14th July 1855, General Simpson forwards to his Government the particulars of a Conference attended by General Pellissier, General Marmora, Admirals Lyons, Pruet, Stewart and General Simpson, at which Omar Pacha endeavoured to induce them to send a portion of their troops from the Crimea to Asia. Omar offered to proceed with 25,000 men, whom he brought from Eupatoria to Asia for the purpose of relieving Kars. All the Generals and Admirals were unanimous in rejecting his proposal, and as he still maintained his opinion he left for Constantinople to lay his plan before the Sultan. In order to counteract Omar Pacha's proceedings, the Generals wrote thus to Lord Stratford de Redcliffe,—“Use your powerful influence to cause an opinion to prevail over that of his Highness, for great public interests are at stake, and serious consequences might result from his success.” Omar Pacha's plan was to make a powerful diversion from Redoubt Kaler, with the view of menacing the communication of the Russians, and compelling them to raise the siege of Kars. This project found favour in the Turkish councils at Constantinople.—Lord Clarendon also seems to have approved of it, at least a trial of the plan, and attributed the opposition made to it, to the French Government.—Clarendon therefore wrote to Lord Cowley at Paris—“I regret that the French Government should oppose the expedition and the British Government would doubt whether it were wise, even if they had the right to do so, to object to the adoption of such a course by the Porte, since the void made by the withdrawal of Omar Pacha's troops from the Crimea might be filled up by sending General Vivian's contingent to either Balaklava or Eupatoria.

On the 4th of August, Lord Cowley replied by Telegraph, “The French Government will not oppose the projected expedition to Asia Minor under Omar Pacha, provided that the number of the Turkish contingent before Sebastopol, are not diminished.”

On the same day Clarendon telegraphed to Lord Redcliffe,—“Omar Pacha can go to relieve Kars, provided he does not diminish the Turkish troops before Sebastopol or disturb the garrison at Yessakale.”

General Williams meantime continued to send note after note to Lord Redcliffe, and at length complained that he had written 54 despatches and 54 private letters; and the only reply he had received was a request to try to recover some Russian lady, who had been carried off by a Turk! Desire Vivian to hold himself in readiness to go to Eupatoria with his Turkish contingent.” Napoleon seems to have interposed some new objections. On the 29th August, Lord Cowley again writes to