

PROVINCIAL LEGISLATURE.—From several late papers we make the following selections, which will furnish our readers with a very excellent summary of what is doing in the Legislature:—

FREDERICTON, Feb. 17.—The events of the last two days are, by no means important, although there has been a great deal of talking done in the House. On Friday, Mr Boyd introduced his Bill pledging the Province through the issue of £250,000 worth of Scrip, for the construction of the St. Andrews Railway. This measure, although well argued by the Charlotte members, and receiving much more support in the House than I at first imagined, will nevertheless be rejected when it comes up for its second trial: at present it is postponed.

The Report of the Committee on the subject of the Electric Telegraph, was next introduced, by Mr. End, and had a discussion of an hour or so, in the course of which it transpired that the wish of the Agent (Mr. Gisborne) is to be relieved from the clause in last year's Bill which compels the Company to bring the line by Fredericton to St. John; while he further solicits that the Province should encourage the undertaking by taking stock to the amount of £5000. The following explanation from the Speaker, sets this subject in its true light:—In 1847, the House had made the Company a grant of £2,500, subject to several provisions, one of which was that they should erect a line from Calais to St. John. This they have not attempted, and as another line was now established on that route, there was no likelihood that they would do so. They had also declined making the line via Fredericton, and in fact stated that they would rather forfeit the grant, than attempt it. He therefore considered the House as under no pledge to them at present, and would never consent that the Province should stand identified with their speculations. The Hon. Mr. Hanington also showed the impropriety of the Province combining itself with any measure such as that represented, the immediate tendency of which would be that in July next it would induce a demand, to the amount of the whole stock named, upon the Province Treasury. The Speaker's resolution was then carried.

Shortly after, Mr. Steves submitted a resolution bearing upon the office of the Clerk of the Peace. The circumstances of this case are briefly as follows:—In 1843, the fees of office received by Colonel Shore, amounted to £2500, for which the House (thinking it too large, an amount) gave him in exchange a fixed salary of £900. It, however, turns out that ever since that arrangement was made, the fees have fallen off to an average of £640 per annum! The resolution calls upon the Government to account for the falling off, which, in a period of so much litigation, seems rather strange.

To-day, the Hon. Mr. Hazen's Bill for obtaining from the Province a guarantee of £115,000, in order to raise a loan in England to liquidate the St. John Corporation debt, received a pretty long discussion, and was thrown out on a division, which showed the six members from your city and county and the Hon. Mr. Baillie on one side, and the remainder of the House on the other.

Two Bills were afterwards read—one by Mr. Ritchie to incorporate the St. John and Shediac Railway; and the other by Hon. Mr. Fisher to consolidate all the laws now in force, dividing the Province into Counties, Towns, and Parishes. —*New Brunswick.*

February 15.—Mr. End from the committee appointed to take into consideration the petition of F. N. Gisborne, brought in their report, which he read in his place, and moved that the House go into consideration of the whole, in consideration thereof. Mr. End gave as his reason for hurrying this matter, the anxiety of Mr. Gisborne to proceed to Halifax on business connected with the Electric Telegraph association.

[The subject of the Report was a recommendation to comply with the prayer of the petition, by the Province taking £5000 worth of stock in the Company, provided the line came from Miramichi to Fredericton, and from thence to St. John, and was signed by only three of the five who formed the committee. Mr. End supported the views of the majority of the committee at some length.]

Mr. Montgomery explained the reason of his refusing to sign the Report; it was that he did not think the Province was at present in a state which justified the appropriation of a portion of its funds for this object. Another reason was that he was averse to the Province dabbling in stock of that kind, but he would have no objection whatever to allow the Company a free right of way with their line, any way they pleased to carry it. A debate of some length then ensued, which terminated by the passage of a resolution to amend the act in such a way as would permit the company to carry the line by any route they pleased throughout the Province, reserving to the people of New Brunswick the right to have any communications which they might make by branch lines, conveyed on the same terms as the company conveyed their own information.

February 18.—Immediately after reading the Journal, on motion of Mr. Ritchie, the House went into committee of the whole, in further consideration of a Bill to incorporate the St. John and Shediac Railway Company.

The Bill was read, section by section, and passed without any debate or amendment. When the last section of the Bill had passed.

Mr. Ritchie rose and said, that as that Bill contained some provisions for the appropriation of public lands on the route through which the Railroad passed, it would perhaps be necessary to move a suspending clause, and although he was anxious not to delay the Bill, yet

if that was thought necessary he would have no objections to its being added.

The Hon. L. A. Wilmot then moved a clause providing that the Bill should not come into operation until His Majesty's approbation be first had and determined.

Dr. Wilson rose and said, that before the Bill finally passed the committee, he would like to be informed if the Government were making any exertions to carry out the views of His Excellency the Lieutenant Governor as expressed in His Excellency's Speech at the opening of the Session, with respect to the great Trunk Railway. His object in making these remarks, was to ascertain whether the Government meant to bring in any measure with respect to this great undertaking during the present Session, and although he would not put the question until His Honor the Speaker was in the Chair, yet he would then state that if they were prepared to bring in any measure of that kind, and if these local measures, such as the St. John and Shediac Railway, and the St. Andrews Railway, would interfere with the prosecution of this great national object, they should have his most unqualified opposition. He thought all local measures ought to be made to yield to this great Railway measure; and if there was any probability of its being prosecuted, he thought they should husband their resources, and blend all their energies to further that noble undertaking, which they could not do alone, but which would require the assistance of the sister Colonies, and of the Home Government.

The Schedules A and B, attached to the Bill, were then read and passed, and the Chairman left the Chair, and reported the Bill as agreed to.

Dr. Wilson, immediately after the reception of the Report, rose and asked if the Hon. Member of the Government (Hon. Mr. Partelow) if they intended to bring in any measure, having for its object the promotion of the Halifax Railway, during the present Session, and if they had made any exertions to forward that object?—Here the hon. member quoted from the Speech, and hoped the Government would be prepared to carry out these views.

Hon. Mr. Partelow said, that the subject of the great Trunk Railway had occupied the most serious attention of the Government, and that they were in communication with the Secretary of State on the subject. He could state nothing more definitely at present, but hoped shortly—probably by the next mail—to receive such information from England as would enable the house to legislate on that subject. He hoped his hon. friend would be content to wait until that information could be laid before the house.

The conversation then dropped.—*Head Quarters.*

GASPE.—A Correspondent of the Gazette, writing from Montreal, says:—No person has as yet been appointed Judge in place of E. H. Bowen, Esq., who still continues in the same state. The candidates reported are Messrs. Panet, Martel, Dubois, and Van Felson. The two latter have, in my opinion, but little chance of success, in consequence of past events, which are still held in public remembrance.

COUNTY CHARLOTTE.—The Temperance Hall situated at Maguadavie, was totally destroyed by fire on the night of the 19th inst., together with a building adjoining. The Standard says:—The Government of this Province have kindly furnished 40 great coats and 100 pairs of brogans, for the emigrants at present working on the Railroad. This timely supply was received by the Fredericton Stage on Friday last.

NOVA SCOTIA.—The Halifax Sun of Monday, thus notices the weather in that city:—The weather the past and present month has been unusually severe. As our Harbour is frozen over—several persons having already crossed from side to side on this bridge of ice—the prospect being, if the present weather continues a day or two longer, that it will bear horses and sleighs as well. The Snow lies ten feet deep in our streets—and to make matters worse, fuel is exceedingly dear—wood bringing 20s per cord, and coal 45s per chaldron.

The Times & Courier of the following day, in remarking on the same subject says:—Several vessels inward bound took advantage of the openings made in the ice by the Margaret in her perambulations on the harbor during the past four days, to come up to the wharves of their respective owners and consignees.

The Colonist of Tuesday reports that Mr. Henry's bill for withdrawing the perpetual grant to King's College, was carried the previous evening by a majority of seven.

LOSS OF A MAIL STEAMER.—The New Orleans Delta gives the following particulars of the Loss of the West Indian mail steamer Forth.

The British West India mail steamer Forth was wrecked on Los Alcarres, about a hundred and twenty miles from Camperchy, on the 14th ult., after lying three days at the Island of Perez, in want of provisions. She was carried on the shoals in calm weather by the

strong currents in that portion of the Gulf. Blame is attached to her officers, for neglect in the matter. A passenger who was on board at the time, states that the vessel went on the reefs at half past 5 o'clock in the morning, in clear moonlight, and, at the time the hands were washing decks. The look-out, it appears, was not at his post, as the reefs could have been distinctly seen ahead by persons on deck. There were on board in all one hundred and twenty-six souls, thirty-three of whom were passengers. Fortunately no lives were lost. Her mails and some of her passengers arrived at Vera Cruz on the 25th ult., in a Mexican schooner.

PROVINCIAL APPOINTMENTS.—The Royal Gazette at length contains the appointments of the new Legislative Councillors. They are announced as follows:—

The Queen has been pleased to appoint, by Warrant under the Royal Sign Manual, the Honorable Robert Leonard Hazen, of the City and County of St. John, and the Honorable George Salaman Hill, of St. Stephen, in the County of Charlotte, Members of the Legislative Council of this Province.

His Excellency the Lieutenant Governor has been pleased provisionally to appoint Charles F. Allison, of Sackville, in the County of Westmoreland, Esquire, Charles Harrison, of Margerville, in the County of Sunbury, Esquire, and James Davidson, of Alnwick, in the County of Northumberland, Esquire, Members of the Legislative Council of this Province.

THE INDIANS.—The Young Men of Douglastown, assisted by the Chatham Amateur Band, intend giving an Entertainment at Douglastown, this evening, the proceeds of which are to be devoted to the relief of the Indians. The object is a laudable one, and we hope it will be patronized.

YESTERDAY'S MAIL.

From papers received by this mail we make a few selections, which we publish below.

NEW BRUNSWICK.

ENGLISH MAIL.—*American Express.*—A little after eight o'clock, on Thursday evening last, the Steamer Commodore, Captain Brown, arrived from Digby Basin, bringing Mr. Craig, an American gentleman, who had undertaken on behalf of the Associated Press of Boston and New York, to express the news by the Steamer Europa, from Halifax to this City, and thence by Electric Telegraph to Boston and New York. The arrangements on the road from Halifax to Granville Point, were very complete, and the distance was accomplished with single horses, in a light sleigh, in eleven hours, being a speed of about thirteen miles an hour!

The Europa arrived at Halifax on Wednesday afternoon at 5 o'clock, in 11 days from Liverpool, and on Thursday morning at four, the messenger with her news was at Granville Point, but owing to the unusual quantity of ice in Digby Basin, it was nearly 4 o'clock in the afternoon before the Commodore was got into clear water.

On her arrival in this City the Electric wires were immediately set to work, and the operator here, Mr. Mount, transmitted the intelligence in a manner which, while it gave satisfaction to the American editors, proved that the management of the Office has been entrusted to very competent hands.

We are authorised to say that Charles Waters, Esq., intends offering as a Candidate to fill the vacancy occasioned by the elevation of the Hon. Mr. Hazen, in the representation of this city.

We are also requested to state that a requisition to Dr. Livingstone to become a candidate at this election is now being signed, and has already received the signature of a number of old and influential members of this community, whose weight and standing are well known.

A petition has been forwarded to the Legislature, signed by the principal Merchants and Traders of this city, against the proposed duty of ten per cent. on importations—a measure, they conceive, which would be productive of the most serious injury to the best interests of the Province; as a large portion of the trade of St. John is with the Western part of Nova Scotia, which, if so high a rate of duty were imposed, would effectually direct traders from those populous districts, to Halifax or other ports in Nova Scotia, where goods could be procured at a less price owing to the imposition of a lower duty. The petitioners recommend, in order that a revenue may be raised, that an uniform rate of five per cent. be imposed upon all importations, including those heretofore exempted, and in addition to any specific duty which may be considered necessary upon certain articles, such as liquors, &c.

RAILROAD MEETING at last.—A requisition is now in course of signature, for a Public Meeting to be held in this city on Saturday next. The requisition will be left in the Book Store connected with this Office on Monday next.

PROVINCIAL LEGISLATURE.—House of Assembly.—On Tuesday, the Bill for the amendment of the City Saint John Charter underwent discussion.—Hon. Mr. Hazen, and Messrs. Ritchie, Woodward and R. Wilmot, took part in the debate. Most of the proposed alterations were approved of, and doubtless will be carried.

Inter-Colonial Trade.—In answer to inquiry made by Mr. Wark, it was stated by members of Government that the reciprocity free trade measure with Canada had not been carried into effect in consequence of a fear in that Province that raw materials, especially sugar would be imported into New Brunswick, and manufactured or refined for the Canadian markets.

Ways and Means.—Hon. Mr. Partelow introduced his budget in a long and lucid speech, not, however, as a Government measure. He enumerated the several amounts now payable by law, and the sums usually granted for ordinary purposes, amounting in the aggregate to £65,000—to which he added £35,000, to cover grants for roads and other services. This would require a revenue of £100,000; and to obtain that amount he proposed a specific duty on Wines, Spirits, Sugar, Molasses, Coffee, and Tea, (the rates not named), the usual table of exceptions, and a uniform duty of ten per cent. upon all other imports, including the duty of one per cent. under the Loan Bill. As to the reduction of Salaries, those on the Civil List, he said could not be touched without the consent of the Home Government; but it was probable that the salaries of Judges, the Master of the Rolls, and the Clerk of the Pleas, would be reduced upon the occurrence of any vacancy. At present it was proposed to make a reduction of £1,200 per annum in the protection and collection of the Revenue.

The following are the Resolutions introduced by Mr. Partelow. They were passed without a division:

Resolved—as the opinion of this committee, that an uniform duty of — per cent. be imposed upon all articles imported into this province, with certain exceptions.

Resolved,—that in addition thereto, specific duties shall be imposed upon spirits, and such other articles as may be deemed expedient.

Hon. Messrs. Partelow and Hanington and Messrs. R. D. Wilmot, M'Leod, Wark, Brown, and Tibbits were appointed a committee to frame a Revenue Bill.—*St. John Courier, Feb. 24.*

From the Fredericton Correspondent of the New Brunswick.

Tuesday Evening, Feb. 20.

Mr. Till.—The proceedings of yesterday were quite uninteresting; but to day the respective forces of the Protectionists and Free Traders came in contact on the proceedings of Ways and Means. On this subject Mr. Brown made one of the most effective and the Attorney General one of the most eloquent speeches I ever heard. Mr. Boyd signified himself as a free one, and Mr. R. D. Wilmot as an ultra Protectionist. The speech of the Hon. Attorney General, in which he took occasion to avow himself a Protectionist, yet had little to do in application to the subject.

Thursday Evening, February 22

Mr. Till.—The last two or three days the 'wind has been up' in the precincts of the House of Assembly. The Revenue Bill, that old storm breeder, has come under discussion, and elicited as many different opinions as there are heads, wise and foolish, in the house. And after all that has been said, the probability is, that the suggestions of Mr. Partelow—delivered in the longest speech he ever made—will be finally adopted. In addition to the general impost of 1 per cent. Mr. P. recommends that an ad valorem duty of 10 per cent. be first adopted, with power to lay a specific duty on such articles as may be deemed properly subject to it, in detail.

NOVA SCOTIA.

The Great Railroad.—Presenting the Petition from Halifax.—Much interest was excited yesterday by the presentation of the Petition from the citizens of Halifax to the House of Assembly. Hyde was as usual on hand, and his Mammoth Sleigh, drawn by eight greys, carried the Committee appointed for that purpose, to the Province Building. A part of the Band of the 38th Regiment, were also passengers, and played some capital tunes. The pageant first went through some of the principal streets, and it was not without considerable difficulty it finally reached its destination. Arrived there, the petition carried by A. M. Uniacke, and accompanied by a host of other gentlemen, headed by the music, marched into the Supreme Court Room, where they met the Town and County Members for Halifax. A vast deal of enthusiasm was manifested by all classes of the community, and we hope their views as thus unmistakeably expressed, will convince the most unbelieving that they are in earnest. The petition received over 3000 signatures.—*Halifax Times & Courier, Feb. 24.*

ARRIVALS AT HEA'S HOTEL:

CHATHAM.

S. B. Hethrington, Richibucto: William Ledden, do: Duncan Bruce, New Carlisle: George Stevens, Bathurst: Patrick Bergen, South West: Wm. E. Moore, Esq., St. John: J. H. Harding, and Mrs. Harding, Shippegan: Thomas Harding, do.

Marriages.

On Friday, 9th inst., by the Revd. William Henderson, A. M. Mr. DAVID BLACKMORE, to Miss CATHERINE COFF, both of the Parish of North Esk.

By the same, on Thursday, 22nd inst., Mr. JAMES THOMPSON, to Miss ANN EWIN, both of Douglassfield settlement, in the Parish of Chatham.

Deaths.

At Newcastle, on the 15th inst., CATHERINE H. GREMLER, aged 5 years and 7 months.