

weather will be such as to enable us to be in attendance.

The Concert of the Newcastle Brass Band, came off on the evening of Thursday last, according to announcement in the paper. The weather and the travelling were both highly unpropitious, and the audience was necessarily small.

At this juncture of affairs, our trade languishing, our railroad anticipations shrouded in gloom, our best prospects floored, all our hopes in fine, sunk below the concert pitch, these juveniles, for such they mostly are, are entitled to commendation for their well-meant efforts—their laudable endeavours to provide the public with an occasional Musical Diversion—something to relieve this terrible monotony.

Then, again, the mind and the feelings require nurture and stimulants as well as our grosser natures. Now, for fifteen peace a head, here was a fine moral feast served up, of which we partook bountifully; and though the repast was a windy one, we much doubt whether Mr. Bull, with his stomach crammed with 'cabbage, bacon, beef, and pudding,' and two pints of porter, sleeps any sounder than did ourselves after this same light supper of sound and wisdom.

And still further, these juveniles are the means of bringing together those charming divinities, without whose presence and whose smiles, life is scarcely bearable. Think of half a gross of their bright eyes, contained together within four walls—aye, two and seventy gazelle eyes, sparkling, consorting, phosphorescent, like so many fire-flies of an evening in June! Now, of this luxury we had, during three hours, the full fruition, which of itself, is worth half the money. But we will not trust ourselves to dilate on this topic; suffice it to say, that the treat was a most agreeable one, and the company separated, better pleased, the ladies especially, with themselves than ever, and with the whole world besides. So no more at present, Mr. Editor. JCBAL. Newcastle, March 30, 1849.

THE SMALL POX.—We have much satisfaction in being enabled to state, that this disease is rapidly on the decline.—Although many of the inhabitants have been laid up with it, the cases that proved fatal are extremely limited.

THE SEASON.—For the last fortnight scarcely a day has passed without some heavy showers—and during the last week it rained almost incessantly. On Saturday, it cleared up a little. Since the middle of December last, no rain has fallen, and but little snow, and the consequence was, that for some time previous to the late change, water in the wells and springs became very scarce and difficult to obtain. The ice in the river has been very sensibly affected by the late thaw, and travelling thereon has become difficult and in many places, very dangerous. The weather is still unsettled, and should the thaw continue a few days longer, we should not be surprised to see our icy embargo removed. The season has been the coldest experienced for many years.

DISTRESS.—Accounts of distress and destitution, reach us from all parts of the county. We have heard the names of several parties mentioned, who, to save their children from starvation, were compelled to kill their domestic animals, and many families have been subsisting for some time on the fish they catch in the rivers. The principal cause of this distress has been the repeated failures in the wheat and potato crops; and as there has been but little employment during the winter, the inhabitants in the rural districts have been thrown for support on the produce of their farms, which they had considered but of little consequence whether they were tilled or not. Singular to say, that while complaints were constantly being made last season of the want of employment, and hundreds left to seek it elsewhere, our fisheries were never more neglected, and the consequence has been, that during the whole winter both dry and pickled fish were difficult to obtain. The frost has destroyed large quantities of potatoes in the cellars of the settlers, and this will be a very serious evil. We hope that some effort will be made to import seed—so that parties, wanting will be enabled to procure them on reasonable terms at an early period.

PROVINCIAL LEGISLATURE.—We have devoted a large space this week to Legislative matter. The debate on the Report of the Railroad Committee occupied the house five days, and gave our sage Legislators ample scope to talk. We congratulate our readers that the efforts made by certain parties to entail a heavy debt on

the Province, and forestall the greater portion of our revenue for a long series of years, to carry out a local railroad scheme, has been defeated. In another page we give an article copied from the New Brunswicker, which furnishes a graphic account of the debate; and below we insert the Resolutions proposed, with the names of the parties on the divisions that took place thereon. Our members deserve credit for the manner in which they acted throughout this affair.

After all the talk in the Committee's Report of the advantages to be derived from this great national undertaking—the Railroad to connect Halifax with Quebec—the house have resolved to adopt their parsimonious recommendation. Well, we suppose we must be thankful even for this small action in its favor.

Moved by the Hon. Attorney General—Resolved, as the opinion of this Committee, that the present condition of the Province requires immediate action to be taken by the Legislature for the introduction of foreign capital, to be expended in some great public work; and that the most eligible work for such expenditure would be a Railway.

To which Mr. Boyd moved as an amendment Resolved, as the opinion of this Committee, that the construction of Railways for the purpose of opening up a communication between some port or ports in the Bay of Fundy and Quebec, or the Valley of the Saint Lawrence, is of great importance to these colonies, and in order to embrace the interest of different parts of the Province, it is further Resolved, that a Railroad be commenced from Shediac to Petacadine; also, that the Line from Saint Andrews to Woodstock, now in progress, be proceeded with; also, that the Line from St. John by Douglas Valley, to connect Fredericton with the Line from Saint Andrews to Woodstock, be explored and surveyed; and that Funds for the above purposes be raised by the issue of Provincial Scrip, on the faith and credit of the Province, to be issued in sums of equal amounts as soon as each of the companies organized for that purpose, prove to the satisfaction of the Government that £10,000 have been absolutely expended by each Company on said Railroad respectively; and in the same proportion for every £5000 so expended by them, not to exceed in the whole the sum of £——.

For the amendment—Yeas—Brown, Boyd, Porter, Thomson, Baillie, Connell—6.

Nays—Hon. the Speaker, Partelow, Wilmot, Hanington, Fisher, Ritchie, R. D. Wilmot, Woodward, Ansley, Jordan, S. Earle, Vail, Gilbert, J. Earle, Hayward, Miles, Taylor Tibbits, Smith, Steves, Wilson, Botsford, Landry, Wark, Street, Carman, Cranney, Read, Barberie, Montgomery—20 (Mr. End absent.) It was therefore decided in the negative.

The question was then put upon the original Resolution of the Hon. Attorney General, when the House divided as follows—

Yeas—Hon. the Speaker, Partelow, Wilmot, Hanington, Messrs. Jordan, Ritchie, R. D. Wilmot, Woodward, Ansley, S. Earle, Vail, Smith, Steves, Wilson, Botsford, Landry, Street, Carman, Cranney, Read, Barberie, Montgomery, Hayward, Porter, Brown—25.

Nays—Hon. Mr. Fisher, Messrs. Baillie, Taylor, Miles, J. Earle, Gilbert, Tibbits, Wark, Thomson, Boyd, Connell—11 (Mr. End absent.) The principle of constructing a Railway being affirmed by a large Majority. The Honorable Mr. Partelow then moved the following resolution:

Resolved, as the opinion of this Committee, that so much of the Report of the Select Committee on Railways as recommends the construction of a Railway between St. John and Shediac, be adopted by this House; and that stock to the extent of £250,000, the estimated one half cost of such construction; should be taken by the Province, and the remainder be left open for public subscription; and that before any part of any such stock to be taken by the Province be expended thereon, at least £50,000 of the remainder be bona fide subscribed, and that ten per cent thereon, be paid in, as may be directed by any Act or Acts that may hereafter be passed to facilitate the building of such Railway.

To which the Hon. Mr. Fisher moved the following amendment—

Resolved, as the opinion of this committee, that to encourage the internal improvements, and for the construction of public works in the Province, the sum of £—— should be raised by the issue of Provincial Scrip, for the purpose of being appropriated towards the improvement of the navigation of the River St. John, and in aid of individual enterprise in the construction of Railroads, in the ratio of £—— to every £—— that any association or company of persons may expend upon such object.

Upon the question for sustaining this amendment the House divided as follows—

Yeas—Hon. Fisher, Wilmot, Messrs. Baillie, Boyd, Thomson, Tibbits, Brown, Gilbert, Miles, Porter, Taylor, Connell—12.

Nays—Hon. the Speaker, Partelow, Hanington, Messrs. End, Wilson, Montgomery, Read, Steves, Woodward, S. Earle, Smith, Landry, Ansley, Ritchie, Barberie, R. D. Wilmot, Street, Vail, Jordan, J. Earle, Wark, Carman, Cranney, Botsford—24.

It was therefore decided in the negative.—The question being then put on the Hon. Mr. Partelow's Resolution, the following division took place:

Yeas—Hon. Partelow, Hanington, Messrs.

Steves, S. Earle, Ansley, Barberie, Ritchie, R. D. Wilmot, Woodward, Jordan—10.

Nays—Hon. the Speaker, Wilmot, Fisher, Messrs. Montgomery, Read, Wilson, End, Landry, Smith, Botsford, Vail, Connell, Street, J. Earle, Taylor, Porter, Baillie, Hayward, Miles, Gilbert, Tibbits, Thomson, Cranney, Brown, Carman, Boyd, Wark—27.

The amendment and the resolution being both negatived, Mr. R. D. Wilmot moved as follows:

Whereas that section of the Line of Railroad contemplated between the City of Saint John and Shediac, which will connect the waters of the Gulf of Saint Lawrence with those of the Bay of Fundy, would be of great commercial importance—

Therefore Resolved, That the Executive Government be authorized to commence and complete the same, and that the necessary funds be provided, either upon the issue of Provincial debentures, or by Treasury notes.

To which Mr. W. J. Ritchie moved the following amendment—

Resolved, as the opinion of this Committee, that the House should adopt so much of the Report of the select Committee, as relates to the construction of the Railway from St. John to Shediac.

Upon this amendment the following division took place:

Yeas—Hon. Mr. Speaker, Partelow, Wilmot, Hanington, Messrs. Ritchie, Jordan, Woodward, Ansley, S. Earle, Vail, Steves, Botsford, Montgomery, Barberie—14.

Nays—Hon. Mr. Fisher, Messrs. R. D. Wilmot, Taylor, Baillie, Tibbits, Connell, Hayward, Miles, Gilbert, J. Earle, Brown, Boyd, Porter, Thomson, End, Read, Smith, Street, Cranney, Carman, Wilson, Landry, Wark—23.

The amendment being decided in the negative, the following division then took place on Mr. R. D. Wilmot's resolution:

Yeas—Hon. Mr. Partelow, Hanington, Messrs. Ansley, Woodward, R. D. Wilmot, Steves, Smith, Landry, Wilson, Read, Baillie, Miles, Hayward—13.

Nays—Hon. Mr. Speaker, Wilmot, Fisher, Messrs. Jordan, Ritchie, S. Earle, Vail, Botsford, Wark, Street, Carman, Cranney, End, Montgomery, Barberie, Boyd, Brown, Porter, Thomson, Connell, Tibbits, Gilbert, J. Earle, Taylor—24.

The amendment and Resolution being both negatived, Mr. Boyd moved as follows:

Resolved, That the consolidation of the Upper and Lower Colonies, and the permanence of British sympathy, requires Railway facilities of trade and mutual intercourse by the shortest and most direct Line between the Bay of Fundy and Quebec. That the St. Andrews and Quebec Line already in progress, is by far the shortest line, and combines much more effectually than any other, national, intercolonial and provincial interests, and with other undertakings ought to receive such immediate aid from the Province, as will secure an early completion of its first section to Woodstock.

Whereupon the following division took place—

Yeas—Fisher, Brown, Boyd, Thomson, Tibbits, Porter, Baillie, Taylor, Woodward, Street, Connell, Hayward—12.

Nays—Speaker, L. A. Wilmot, Partelow, Hanington, Wilson, Ansley, Montgomery, Reed, J. Earle, Steves, Smith, Landry, Botsford, Vail, Jordan, Barberie, Ritchie, S. Earle, R. D. Wilmot, Miles, Gilbert, Carman, Cranney, End—24.

It was therefore decided in the negative.

The Hon. Attorney General moved the following resolution, which passed unanimously:

Resolved Unanimously, as the opinion of this committee, that the construction of a Trunk Line of Railway from Halifax to Quebec, is of paramount importance for the consolidation of the colonies, and further preservation of British interest on this continent.

The following resolution moved by the hon. Attorney General, also passed unanimously:

Resolved Unanimously, as the opinion of this committee, that the Legislature should secure to the Queen's Majesty, all the ungranted lands through which the said road may pass, to the extent of five miles on each side of the said road, to be disposed of in such manner as may be deemed most advisable, and that a breadth of way, and the necessary stations through and upon private property shall be secured at the public expense.

The Halifax Recorder furnishes the following important information in reference to the great undertaking the Halifax and Quebec Railway. We cannot help thinking that certain members in our Assembly designedly put too much stress on the report of Mr. Harness. Lord Grey, it appears, is doing all he can to forward this gigantic enterprise, and is anxious to obtain from the Colonial Legislatures reports of what they are willing to do in the matter. During the debate, this paper says:—

Hon. Provincial Secretary laid on the table, by command, a pamphlet of correspondence which, by the last packet, Earl Grey had given permission to submit to the Legislature. This consisted of a letter from Lord Elgin to Earl Grey, Inspector General Hink's views, and a minute of the Canadian Council all very favorable to the measure. There was also a letter from Sir Edmund Head, a report of Mr. Wilkinson, and Minutes of Council of New Brunswick. These papers all breathed the same tone. The Canadian and New Brunswick Councils proposed to raise their portions of the amount guaranteed by a duty of 7 1/2 per

load to be collected from their staple export—wood. In one feature there was no diversity of opinion. It was a great and most desirable object to be attained; one for which no reasonable sacrifice was too great or too important to risk. The members of Government were glad this information had been thus permitted to be given before the question was taken, and gentlemen would not know why the despatches and papers were not previously submitted. The tone of the debate immediately took a favorable turn, and on the division at half-past eight, there were for the Resolution 26—against it 13.

Our Fredericton Correspondent furnishes us with the following short but interesting letter:—

Fredericton, March 30, 1849.

Dear Pierce,

Since I last addressed you, nothing of importance has transpired in the halls of Legislation, the Members appear to have exhausted their eloquence in the five days' debate on the Shediac Railway, the rejection of which measure by the house has caused great indignation and excitement in the Commercial city: those of their own Members who were supposed to be averse to pledging the Province with an irredeemable debt, have been burnt in effigy, and should the Northern members who opposed the railway, return home via Saint John, they will stand a fair chance of being burnt in reality.

On Saturday Mr. Brown moved a Resolution that the House should go into Committee on the State of the Province, but the motion was not sustained, as the state of the Province had been fully discussed. It is admitted that its state is as bad as it well can be, and the great difficulty is to apply the remedy: the subject has been discussed in all shapes, but nothing is yet determined upon.

The Road Committee recommended as large a sum as they could, with a view of assisting the country—£20,000, £13,500 for Bye and £6,500 for Great Roads. From Newcastle to Fredericton £425, Newcastle to Bathurst £150, Newcastle to Bathurst via Pockmouche £165, Chatham to Richibucto £225. These sums are small compared to the former grants, but as you get your fair proportion you must be content.

I am inclined to think the majority of the Members are opposed to granting money to Purchase Seed, as the Counties that received the money last year are now as badly off as those which did not—Northumberland and Restigouche.

The House will rise about the 10th April.

CONVEYANCE OF THE BRITISH CANADIAN MAILS.—The Quebec Board of Trade have forwarded the following Petition to Her Majesty, on this subject:—

That for some time past the mails from England have been transported overland from Halifax through Nova Scotia and New Brunswick to Canada.

That by this arrangement all Canada, east of Kingston, can receive and has received these Mails earlier than they could have been forwarded by any other route—while the expenditure, which is considerable, is wholly among British subjects, instead of foreigners. A regular line of communication is moreover thus established through the British Provinces, the want of which has been on more occasions than one, severely felt by your Canadian subjects.

That your Majesty's petitioners have learned with sincere regret that your Majesty's government has it in contemplation to change the destination of the Mail Steamers from Halifax, and to forward the British Mails by American lines of communication.

That from such arrangement no advantage in point of greater expedition, but the contrary will result to your Canadian subjects, who will moreover be dependent on a foreign power for the safe transmission of their letters from the mother country, and thus subject to constant disappointment and annoyance.

Your petitioners therefore humbly pray that your Majesty will continue to your loyal subjects in Canada the great privilege of still receiving the British Mails by British lines of communication, and through the British provinces.

And your petitioners, as in duty bound, will ever pray.

Mr. Editor,

Sir,—I have no wish that any one should be called upon to answer for my sins. I beg to assure you that Mr. Cole was not the author of the short episode which appeared in your paper of the 26th ult. You have my address enclosed. A MEMBER.

April 2, 1849.

Mechanics' Institute Meeting.

A Quarterly Meeting of this Institution will be held at the Lecture Room, in Chatham, on the Second Monday in April next, at half past Seven o'clock, at which Office Bearers for the ensuing year will be elected, and other business transacted.

J. M. JOHNSON, Jun., Secretary. 23d March, 1849.

SEEDS.

Fresh Garden and Agricultural Seeds,

For sale by JOHNSON & MACKIE. Chatham, March 13, 1849.