

News of the Week.

NEW BRUNSWICK.

Proposed Suspension Bridge.—On Tuesday last a bill to incorporate a company, with a capital of £100,000, for the purpose of erecting a bridge to connect Portland with Carleton, was read before the Grand Jury in attendance upon the court of Sessions, preparatory to asking for the sanction of the Legislature. The proposed structure, of which we have seen the plan, is to commence at the road in front of the residence of John Haws, Esq., pass over Navy Island and terminate at Port Neck in Carleton, near the foot of King-street, a distance of about three thousand feet. It will have five spans, 3 of six hundred and sixty feet each, and two of four hundred feet each; the work to be supported by two large wire cables, opening into five parts at the ends, and resting on four sets of towers 155 feet in height, the foundations of which for a few feet above the water line to be of granite, and the upper part to be of wrought Iron, with massive granite abutments in Portland and Carleton. One of the towers to be on the flats below Mr Hilyard's shipyard, one on the sunken rocks near the end of his wharf, one on Navy Island, another in Butter-milk channel. The roadway to be at least seventy feet above the line of high water, so as not to interfere with the navigation. The quantity of wire to be used in the construction of the fabric is estimated at 400 tons.

The projector of this great undertaking is Mr W. K. Reynolds, to whom we are mainly indebted for the similar structure across the falls, near the site now selected, and whose energy and perseverance peculiarly fit him for carrying such works to completion.

In addition to our last week's analysis of the registration returns, the following table shows the actual condition of the franchise, in the five counties in which the new law is now in effect:

	Voted under the old law at last election.	Registered.
Albert	918	1,024
Carleton	1,352	1,810
Restigouche	998	1,451
Sunbury	898	701
York	2,075	2,724
	6,249	7,707
Increase on five counties, after deducting bad votes polled at last election.		6,249
		1,458

Rate of increase on number previously polled, 21.5 per cent.

When it is further recollected that Sunbury, the only county in the Province, as we showed by our last week's analysis as likely to present a decrease, in one of the five from which the above rate of extension is derived; and when we further add what we have reason to believe is a fact, that in Britain registration was in force three years before all the claims were lodged that were entitled to be, we think the prediction we made is safe and legitimate, that Mr Fisher's bill, if made general, would add 25 per cent. to the aggregate vote of the Province. This is the true source and secret of opposition it has met with.

The first Train on the Railway.—On Tuesday last, (St. Patrick's day,) the Engine began running on the rails, about four miles, laid on the Marsh and through the valley, past St. Paul's Church, and Portland Bridge. As might have been expected, the occasions brought large numbers of Spectators to different points along the line, this being the first time many of the inhabitants ever had an opportunity of witnessing a display of the powers of the iron horse. Many of those who enjoyed the ride in the cars, and others along the road, gave vent to their feelings of surprise or gratification on the occasion, and the whole passed off with only a slight accident to a boy who had the fleshy part of one of his legs crushed by the train.

About one half of the embankment through the Marsh on which the rails are laid was built under the Jackson contract upwards of two or three years ago, the remainder was constructed the present winter, and being still firmly bound by the frost, exhibited little or no deflexion under the weight of the train on Tuesday.

A man was arrested on Wednesday evening last, on board the Steamer Adelaide, on suspicion of being Bowes, who killed policeman Gough, in Portland some years ago. He was found, however, not to be the party, and was discharged.

The following is a copy of the reply to the memorial of the Shipbuilders' meeting published in the Courier some time ago. It accompanied the advertised notice to be found in another column, of the extension of the time for bringing the new regulations into effect:

Lloyd's Register of British and Foreign Shipping,
2 White Lion Court, Cornhill,
20th February, 1857.

Sir,—I am directed to acknowledge the receipt of a memorial dated the 12th January, signed by you as Chairman of a Committee of the Shipbuilders at St. John, New Brunswick, referring to the resolution passed by the Committee of this Society on the 15th May last, to the effect that on and after the 1st July, 1857, Ships which proceed to sea without being fastened with the iron knees and riders prescribed by the rules, will have one year deducted from the period to which they would otherwise be entitled to be classed in the Register Book, and

with allusion to the difficulty and expense attending a compliance with the regulation, requesting that the Committee will grant that all ships not complying with it shall be entitled to the same classification as formerly; and those adopting it shall have one year added to their classification."

I am commanded to assure you that the memorial has received from the Committee the attention to which, coming from such a source, it is justly entitled.—They feel, however, that to justify the high characters at present allowed by the Rules to Ships built of Materials of the growth of the British North American Colonies, the workmanship should be the best, and the connection of the different parts the most perfect, which the nature of the Materials will admit of, and they regret, therefore, that it is not in their power to assent to the prayer of the Memorialists.

The Committee are much gratified at learning that the Ship-builders at St. John so fully recognized the great advantages which will result from a compliance with the wholesome regulation in question; they learn that already an Establishment for the manufacture of Iron Knees, &c., is in operation at St. John, and they doubt not that the energy and enterprise of parties interested in Shipping there will speedily overcome any difficulty which may at present exist in carrying the Rules in this respect into general use. With a view, however, to obviate as far as practicable any inconvenience which may yet be experienced in fulfilling these requirements in Ships which may be approaching completion, it has been determined to postpone the application of the resolution passed on the 15th May last, until the 1st January 1858; when, it must be distinctly understood, a compliance therewith will in every instance be imperatively required.

I am Sir, your Obedient Servant
Geo. B. SETPANG, Secretary.
William Olive, Esq., St. John, N. B.
Courier.

Legislative News.

Extracts from the Journals.

FREDERICTON, March, 14, 1857.

Message to the House of Assembly

His Excellency the Lieutenant Governor lays before the House of Assembly, in compliance with their Address of the 6th inst., copies of further Correspondence relative to the resignation of the late Government, and the late dissolution of the Assembly.

Government House, Fredericton, New Brunswick, May 31, 1856.

Sir,—With reference to my Despatch of this day's date, No 23, I have the honor to submit to you the following particulars respecting the Gentlemen whom I have summoned to the Council Board.

The names of Messieurs Chandler, Hazen, Wilnot and Gray, however, are so well known to Her Majesty's Government, that it is unnecessary for me to trouble you with any remarks respecting their qualifications for the office to which I have provisionally appointed them.

Mr McPhelim is a Roman Catholic Gentleman of high respectability, who has represented the County of Kent in the General Assembly.

Mr Allen has but recently entered the House of Assembly, having been returned for the first time last February for the County of York; but for some years previously to his return, he held the important and highly confidential appointment of Clerk to the Executive Council, and has therefore had considerable experience in the conduct of public business. I should add, that he is a Barrister of reputation, and bears a high professional character. I have, &c.

J. H. T. MANNERS-SUTTON.

Downing Street, 5th July, 1856.

Sir,—I have to acknowledge the receipt of your Despatches of the 31st May, Nos. 23 and 24, reporting the change which has taken place in the composition of your Executive Council, and the dissolution of the General Assembly.

I have submitted to the Queen the names of the Gentleman (Messrs. Chandler, Hazen, Wilnot, Gray, McPhelim, and Allen, to the Executive Council. Mr Wilnot, Provincial Secretary; Mr Gray, Attorney General; Mr Allen Solicitor General,) whom you have appointed, provisionally, to the respective offices held by their predecessors, and Her Majesty has been pleased to approve the same. Warrants for their appointments will therefore be sent to you as soon as possible.

I do not at present think it necessary to express any opinion upon the step which you have taken, of resorting to a dissolution under the circumstances described in your Despatches and the enclosures, as it is a measure which can only be judged of with reference to its probabilities of success in ensuring the better Government of the Province, probabilities to be estimated by your own judgment, and that of the Gentlemen who have assumed, towards the people of New Brunswick, the responsibility of the proceeding. I have, &c.

(Signed) H. LABOUCHERE.

His Excellency the Lieutenant Governor, New Brunswick.

Government House, Fredericton, New Brunswick, July 30, 1856.

Sir,—On the 26th instant I notified to you the termination of the extra Session of the Legislature. This Session was very short, but its importance must not be measured by the period of its duration.

2. On the conclusion of the debate on the Address, in answer to the Speech from the Throne, a Bill for the repeal of the "Prohibitory Law" was immediately introduced into the House of Assembly by the Attorney General, on behalf of the Government. The House sustained this Bill by a majority of thirty eight to two; and it passed the Legislative Council without a division.

3. The reversal by the Legislature, with scarcely a show of opposition, of the decision of the late Assembly on the question of the "Prohibitory Law," is of itself an indisputable proof that the late House of Assembly did not represent the feelings or wishes of the constituencies on this momentous subject; and the expediency and indeed the necessity of a dissolution, has been, as it appears to me, conclusively demonstrated by the repeal of the "Prohibitory Law."

4. But this is not all. Some doubts had been raised, as I am informed, with regard to the constitutionality, as well as the expediency, of the course which I pursued in dissolving the late General Assembly. Whatever difference of opinion may exist with respect to the expediency of the dissolution, it is difficult to understand how the constitutionality of this Act could be impugned; for the power of dissolving is undoubtedly vested in the Lieutenant Governor by Her Majesty's Commission; and for the recent exercise of this power, (for which I am responsible to the Crown,) my Council are clearly responsible to the people, and they have, throughout, avowed in the strongest terms the completeness of this responsibility.

5. But the question having been raised, my Council thought it right, and in this opinion I most fully concur, at once to invite from each House an expression of opinion upon it, by referring to it in the Speech from the Throne, and in the Addresses to be proposed in answer to that Speech.

6. In the Legislative Council an amendment was moved to the fourth paragraph of the proposed Address. This amendment (of which a copy is enclosed) was lost by a majority of twelve to five. A division was subsequently taken on the paragraph itself, which was however sustained by a majority of eleven to five, and the Address proposed passed without alteration.

7. In the House of Assembly no amendment was moved to the Address, but objection was taken to the second and fifth paragraphs. The majorities in favour of these paragraphs were respectively twenty three to sixteen and twenty four, to fifteen; and here also the Address proposed passed without alteration.

8. Thus, Sir, both the constitutionality and the expediency of the course which I have pursued, for which I am responsible to Her Majesty, and my Council are responsible to the people of the Province, have been distinctly recognized by the Legislative Council and by the House of Assembly. I need only refer you to the Addresses which they have presented to me in answer to the Speech from the Throne, (copies of which Addresses were enclosed in my Despatch of the 26th instant, No. 4,) for the proof that this recognition is couched in terms of clear and unqualified approval. I have, &c.

(Signed) J. H. T. MANNERS-SUTTON.
Sir,—I have the honor to acknowledge the receipt of your Despatches, transmitting copies of the Speeches with which you opened and closed the recent Session of the Legislature of New Brunswick, and also copies of the Addresses presented to you by the Legislative Council and House of Assembly. I have, &c.

(Signed) CLARENDON.

In the absence of Mr Labouchere.
His Excellency the Lieutenant Governor, New Brunswick.

Downing Street, Sept. 5, 1856.

Sir,—I have to acknowledge your Despatch, No. 10, of the 30th July, and to express to you my satisfaction at receiving this account of the success with which the late political crisis in your Government has terminated. I have, &c.

H. LABOUCHERE.

His Excellency the Lieutenant Governor, New Brunswick.

On motion of Mr Smith. Resolved, That an humble Address be presented to His Excellency the Lieutenant Governor, praying that His Excellency will be pleased to inform this House whether the local Emigrant Agents referred to in the "Regulations for facilitating the sale of Crown Lands to actual Settlers," passed in Council 9th December, 1856, have been appointed, and if so, whether their Salaries have been fixed; and if the appointments have not been made, whether it is the intention of the Government to make them. Ordered, That Mr Smith, Mr Sutton, and Mr Lewis, be a Committee to wait upon His Excellency with the Address.

"A bill to repeal certain Acts relating to the European and North American Railway Company.—Be it enacted by the Lieutenant Governor, Legislative Council, and Assembly, as follows:

"An Act made and passed in the fourteenth year of her Majesty's Reign, intituled 'An Act to incorporate the European and North American Railway Company;' also An Act made and passed in the fifteenth year of her Majesty's Reign, intituled 'An Act in addition to and in further amendment of the Act to incorporate the European and North American Railway Company;' also An Act made and passed in the sixteenth year of her Majesty's Reign, intituled 'An Act to repeal certain Acts of Assembly for facilitating the construction of the European and North American Railway, and to make other provisions for the construction

of the same, with Branches and extensions;' also An Act made and passed in the seventeenth year of her Majesty's Reign, intituled 'An Act to amend the Acts relating to the European and North American Railway Company,' be and the same are hereby repealed."

"A bill relating to Railways in this Province.—Be it enacted by the Lieutenant Governor, Legislative Council, and Assembly, as follows:—

1. That the number of Commissioners to be appointed under an Act passed in the nineteenth year of the Reign of her present Majesty, intituled 'An Act to authorize the construction of Railways in this Province,' shall be three instead of five, as provided in and by the fourth Section of the said Act; who shall have all the power and authority given to Commissioners by the said Act; two of which Commissioners, the Chairman being one, shall be a quorum.

2. Any thing authorized or directed to be done by the Board of Commissioners, in the construction of Works under the said Act, may be done by either of the Commissioners, as well as by the Chairman; but all moneys required in the construction of said Works shall be drawn by the Chairman only, unless otherwise ordered by the Governor in Council.

3. The said Chairman before entering on the duties of his office shall enter into a Bond to Her Majesty, with two sufficient sureties, in such form and sum, not exceeding £ as the Governor in Council may prescribe or approve.

4. All conveyances of Lands for Railway purposes and all contracts relating to the construction and management of the said Railways, shall be held, taken and made in the name of her Majesty the Queen, to and for the use and purposes of the said Railways."

By Telegraph to the Reading Room.

FREDERICTON, March 20.

Read a first time, bill to incorporate St. Martin's mining and manufacturing Co. Provincial Secretary moved that House do on Tuesday next, go into committee on supply. Mr McAdam asked a question of P. M. General, relating to intention respecting carrying mails to and from St. Stephens; P. M. General said he would answer to-morrow. House went into committee of whole on bill to repeal act relating to establishment of Board of Health in St. John. Progress reported. Railway Bill committed at 12 o'clock, Mr McNaughton in chair. Attorney General briefly explained the nature and reasons for alteration of act contemplated by bill. Harding followed, condemning conduct of Government in the matter, and opposing bill. Johnson next took the floor in opposition. Provincial Secretary followed approving of bill. Smith next, in opposition. Lewis in a brief speech expressed his determination to vote for the bill. Gilbert was the next Speaker; he denounced whole Railway scheme, and should vote against bill. Progress reported.—Provincial Secretary laid before the House the estimates for 1857; expenditure, £152,810; Revenue, £152,900. On motion of C. Perley, resolved that at the House do on Monday next at 12 o'clock, go into consideration of His Excellency's message in answer to address relating to appointments to Legislative Council. House adjourned.

March 21.

Watters introduced a bill to amend act to incorporate St. John Suspension Bridge Co.—Petitions were presented by Dr Earle for and against removal of shire Town of King's County. Discussion on Railway Bill was resumed a few minutes after 11 o'clock, McNaughton in chair of Committee. Fisher spoke at considerable length, he was indifferent as to passing the Bill; he commented at some length upon the course pursued by Government, who after condemned his arrangement with Barings, after obtained money to carry on works under the same arrangement. His Hon. the Speaker in short speech approving of Bill; urged the propriety of Railways being instructed by capitalists, and condemned the system that gave government the control of those jobs as likely to lead to public bankruptcy and repudiation.—Gilmore moved an amendment to the Bill, providing that neither of the Commissioners should be eligible to a seat in the Assembly or Legislative Council; amendment seconded by Smith.—The amendment gave rise to a long discussion. His Honor the Speaker first expressed himself favorable to amendment, but subsequently stated, that if it affected the Government he should vote against it, as he believed a change of Government at present time would be a great calamity to the Province. Watters, Sutton, Johnson, Smith, and others replied to the Speaker, charging him with pursuing an extraordinary course. Debate lasted until 5 o'clock; opposition supporting the amendment, and Government and supporters opposing the amendment was lost 15 to 19, there being 4 members of opposition absent, and Mr McNaughton in chair; also absent, Earle, and Lawrence; third section amended on motion of Mr Smith, and Bill passed; Smith moved for leave to bring in a bill to amend act to authorize the construction of Railways in this Province. Bill same as Gilmore's amendment. Smith moved that Bill be read a second time. Wilnot moved in amendment that House adjourned; amendment lost and motion carried.

March 23.

Immediately after the reading of the journals, a motion was made by Smith that the Bill introduced by him on Saturday, having for its object the exclusion of the Railway Commissioners from the Legislative, be adopted as a