The Chronicle.

Saint John, March 3, 1852.

LATEST INTELLIGENCE.

The Royal Mail steamer *America*, arrived at Halifax on Wednesday evening last. The intelligence by this arrival is highly important. The resignation of the Whig Ministry, and the accession to power of such a statesman as the Earl of Derby, Colonial Secretary will be hailed with delight by every man who [illegible] welfare of the British Colonies. It is well known and admitted, that the policy of the Conservatives is to uphold and maintain British interests and power, all over the British dominions, whilst concession--Free trade, *without* reciprocity--vacillatory pandering and tampering, are the marked characteristics of Whig domination. The aspect of the times, it cannot be denied, is of a warlike character. The perfect freedom secured by the British Constitution to the subject, as well as to the denizen, who seeks an asylum from tyranny and oppression prevailing in his own country, arouses the jealousy of the Continental tyrants, and hence the supposition that Louis Napoleon may be stimulated to an invasion of the "Sea Girt Isle," when doubtless, he will meet with a hot and striking reception.

(By Telegraph to the News Room.)

ARRIVAL OF THE STEAMSHIP FRANKLIN!

RECALL OF THE ENGLISH AMBASSADOR FROM PARIS —WARLIKE ATTITUDE OF FRANCE!!—DEFENSIVE PREPARATION IN ENGLAND!!

The steamship *Franklin*, with five days later news from England, arrived at New York last Tuesday morning.

The London Times hints that some great movement may be expected on the 22d Feb., and that orders had been given to the various Generals to be prepared.

The alarm created by the threatening attitude of France was becoming very great.

Recruiting was going on throughout Great Britain.

In the House of Commons on the 16th ult., Lord John Russell brought forward his measure to provide for the national defences. It is proposed to add to the Army about as many men as have been sent to the Cape, which is about 5000, and for the Militia to enroll by ballot one-fifth of all the men in Great Britain between the ages of 20 and 23. They are to be liable to only 14 to 18 days service in the first year, and 14 days in the three succeeding years. Except in case of invasion they cannot be called to serve beyond the limits of their respective counties. In large towns the Police are to be armed and organized as militia. The proposed measure is not to apply to Ireland.

Lord Palmerston supported the measure, while Mr. Hume opposed it; and it is not likely to pass without strong opposition and much debate.

The Government have commenced prosecuting the Irish Press for publishing wicked and malicious libels against the Government.

The Overland Mail with dates from Hong Kong to December 20th, and Bombay to Jan. 17th, arrived on the 15th Feby. The Burmese have acceded to the demand of the British Government. About 500 houses in Hong Kong had been destroyed by fire. The Commercial advices are considered more favourable than any received for several months.

Accounts from the Australian gold diggings to Nov. 1st had been received, and state that the excitement had very much increased. The yield immense.

FRANCE.—Trade in Paris was in a more depressed condition, and discontent is rapidly swelling. The order from M. Presigny to the various Prefects required to act at the approaching election, is a document alongside of which a Russian Ukase or a Chinese Edict would appear as an honest and dignified Despatch. The new Press laws have not been published in detail, but it is understood they will be such as effectually to suppress all liberty: offences are to be dealt with solely by the Government Police. The delay in the proclamation of the Empire is now understood to be caused by Russia. It is however asserted that preparations are making for the Coup d'Etat, and that is fixed for the 22d. The initiation it is said will be taken by the troops at Lyons. The Marquis of Normanby presented to the French President on 19th ult. his letters of recall.

Gen. Armand is about to place himself at the head of the army in Africa. It is still affirmed that Louis Napoleon has designs on Belgium, and has made peremptory demands on Switzerland, against which the Swiss have claimed the intervention of Great Britain.

The French Ministry had demanded the suppression of all Clubs and all political Associations, and a strict surveillance over all Newspapers.—The Federal Council had determined to stand on the defensive.

PORTUGAL.—The British experimental Squadron, under Commodore Martin, had left the Tagus, having been recalled by the Home Government. These ships will form part of a powerful fleet which will cruize in the Channel.

Two Days Later from England!

(By the America at Halifax)

COTTON had been in active demand and prices had advanced 1-8th penny. The sales of the week reaching 74,300 bales.

The CORN Market was very flat and prices quite nominal.

FLOUR and all Breadstuffs were depressed and low.

STATE OF TRADE.—The Manchester Market for Goods and Yarns, but particularly the latter, has much improved. The stocks on hand are small, and spinners well supplied with orders.

FREIGHTS remain unchanged. Passengers more numerous but rates not improved.

MONEY MARKET.—The English Stock Market has been active at an improvement on last week's prices. The Bank of England's rate of discount is 2 1-2 per cent. whereby private Banks are discounting at 2 1-8th. Consols closed on 20th at 97 1-4, to 97 3-8ths. both for money and account.

Canada Scrip was worth 4 per cent. premium.

The great political event of the week was the defeat and resignation of the Russell Ministry, on the Local Militia Bill.

Lord Palmerston moved that the word Local should be taken out of the Bill, and that the force should not be perambulatory, confined to England, Ireland, or Scotland, merely, but to be sent to any part of the United Kingdom where it might be required. On this proposal of Lord Palmerston, Ministers joined issue, and on the division were defeated by a vote of 136 against 125. After which Lord John Russell intimated that having lost the confidence of the House he could no longer hold Office.

The event was quite unexpected, seeing that on the previous night Ministers had a telling majority on Lord Naas' motion of want of confidence arising out of the Clarendon Birch affair, the number voting on that occasion being 137 for the motion and 224 against it.

All sorts of rumours were afloat at Liverpool prior to the sailing of the Asiatic, as to who would succeed Lord John as Premier. A coalition between Lord Palmerston and Sir James Graham was expected.

The proceedings in Parliament during the week had been otherwise unimportant.

A letter dated House of Commons, Friday night, to the Liverpool Journal of Saturday, says—"When the Premier announced his resignation, the greatest astonishment was felt. The members being all in their seats, no one was prepared for what has so suddenly taken place. All is bustle and wonder, the talk in the House is that the Queen will not have Lord Palmerston and that the Earl of Derby will at once accept office."

The Irish Brigade have had their revenge, they all voted in the majority and cheered lustily at the result.

From the same paper—"Lord Palmerston in moving the amendment, also said the country was in a situation which rendered it fatal to wait, and our armament, for want of people who knew how to use it, and the want of the Queen's, but it cannot be altered, was a disgrace to the country. He would be willing to vote any amount asked for, but he would not vote a vote of censure upon the Ministry. The Ministry had neglected to send out the proper officers, and the country was in a state of alarm. Sir Francis Baring said, the Ministry had neglected their duty to the country, and implied that they were cowards, Scotchmen cowards, and Irishmen traitors. If we could not trust the nation to defend itself we had better give up the idea of defence (tremendous cheer) and send for Russian or Austrian soldiers. He was confident that the people would answer a proper appeal on the part of the Government, and such an appeal by proving to the world that we were prepared for defence would therefore preserve to ourselves the blessings of peace.

The Times says—"possibly the Minister stopped to avoid a fatal blow on the Cape question, and has made his fall with considerable judgment. If saved on the Kaffir Question, he would have been [illegible] will most likely assign the task of forming a government to the Protectionist Chief who has long since proclaimed that his arrangements are made and that he has only to walk in and take possession and he has really no choice but to do what he can to effect this. Lord Derby will most likely be our Minister next week, he has something in his favor. The new Reform Bill will not stand much in his way.

The Herald declares that Lord Derby will be prepared to take office, though sudden, the event was not unexpected. The Post says that victory was worthy of Palmerston. It was not a party but a National question.

The opposition Peers had meet at Earl Derby's and agreed to offer the most determined resistance to the new Reform Bill, on its second reading in the House of Lords.

ADOPTION OF THE RAILWAY RESOLUTIONS.

It is with no ordinary feelings of pleasure, that we communicate to our readers the gratifying intelligence, that the resolutions offered by the Executive have been adopted by the House of Assembly. The formidable opposition to the government scheme, which was so boastfully threatened a fortnight ago, by a diminutive portion of the press in this city, "became small by degrees and beautifully less," after the sound principles upon which their proposition was based, were carefully examined and discussed in the proper quarter. The glorious result of the recent legislative debate adds another to the many instances of false prophecies, which unhappily have marked the character of a few, a tiny few, of the government opponents. In ancient days, false prophets were frequently stoned to death. In modern times, however, as so little faith is placed in their wise predictions, be they what they may, false prophets are more leniently dealt with: they are merely laughed at and ridiculed and then mischievously stimulated to try again, in order to furnish fresh food for the most funny amusement.

Although we do not pretend to the spirit of prophecying, and would be unwilling to assume it, after witnessing the ludicrous plight in which some of our prophetical neighbours so frequently place themselves, yet we may be permitted to found anticipation upon reasonable analogy.

In a small work, now before us, we are informed that,—"In the United States they are well aware "of the increased value which internal improvements and communications give to property of "every kind. In those countries works have been "undertaken for that object alone, not for the mere "return which the work, whether railway, road, or "canal, would make for itself. The indebtedness "of the several states has been increased almost "entirely in making great internal improvements. "And in the bold and unhesitating way in which "they have incurred debts and responsibilities for "the purpose of developing their resources, may be "seen the secret of their unrivalled prosperity.—"The State is in debt, but its citizens have been "enriched beyond all proportion."

"The canals and rail-roads of *Pennsylvania*, which are public property, cost 28,657,432 dollars.

The debt of *Ohio*, contracted for the sole purpose of constructing Public Works within the State, is	$19,246,000
828 miles of Canals, cost	15,122,503
Net receipt in 1846, after paying repairs and expenses,	408,916
In 1810, the population of Ohio was	45,865 souls.
In 1820, " " "	581,434 "
In 1840, " " "	1,519,467 "

In twenty years, during which the canals were in progress, the population of the State nearly tripled.

The debt of *Michigan*, November 30, 1845, was	$1,394,000.
The length of railroads finished, and belonging to the State, at the same time, was	222 miles.

The State was authorised to raise a loan of five millions of dollars, for internal improvements; and Congress at the same time granted to the State 500,000 acres of land for the same purpose.

In 1810, the population of Michigan was,	212,267 souls.
In 1845,	304,274 "

being an increase of nearly 50 per cent. in five years.

The public debt of *Indiana*, Jan. 1, 1847, was	£14,394,000
The population of Indiana, in 1830 was,	343,031 souls.
" " 1840, was	685,036 "

Owing to public works, the population doubled in ten years.

The internal improvement debt of *Illinois*, in 1847, was	$8,165,081
The Canal debt in 1847, was	6,009,187
Total State debt,	$14,174,268
The population in 1820, was	157,455 souls
" 1840, was	476,283 "

In ten years of internal improvement the population tripled.

To show the effect produced by a canal or railway passing through property, among other instances it is stated that Congress granted to the State of Michigan 46,080 acres of land for the endowment of a University. Up to 30th Nov., 1845, the quantity sold was 17,142 acres, at an average price of £2 9s. Sterling, per acre. Of the land devoted to schools, 69,000 acres had been sold, at the average of £1 7s. Sterling, per acre. In 1845, the average of land sales in the United States was 5s. 7d. Sterling, per acre.

These are some of the results of making "war upon the wilderness!"

May we not reasonably anticipate then, that analagous results in New Brunswick will be realised as like causes, all things being equal, are apt to produce like effects?

Major Robinson, the chief commissioner appointed to explore the Halifax and Quebec line, thus remarks in his report published on the 31st August, 1848:—

"Surprise has sometimes been expressed, that out of so many who yearly land in the Provinces, so many pass on, and become settlers in the United States. To the poor man, his labour is his capital, and he must transfer himself to the place where employment is to be found.

"The proposed railway would engage thousands in its construction; while the stimulus and new spirit it would infuse into the whole community, now cribbed and confined as it were to their own locations, would give rise to branch railways, and other works which would employ additional thousands."

"Finally, the Commissioner says, "And if for great political objects it ever became necessary or advisable to unite all the British Provinces under one Legislative Government, then there will be found, on this side of the Atlantic, one powerful British State, which, supported by the power of the mother country, may bid defiance to all the United States of America."

"The means to the end—the first great step to its accomplishment—is the construction of the HALIFAX AND QUEBEC RAILWAY."

A NOBLE MAST.—Mr. Somes, the ship-builder, has just launched, in the *Commerce*, from Moulmein, the largest mast ever brought into England. It is of teak, 78 feet long, and 27 inches in diameter.

THE LAST MAN.—The solitary survivor of the wreck of the *Royal George* is now living at St. George's Gloucestershire. His name is Abel Hibbs, aged 94. Until lately he was a hale old man, but is now bedridden, and his only support is from the poor rate.

CHEAPNESS OF REPUBLICANISM.

"It is admitted that the perfection of the Government is CHEAPNESS. The Sovereign head thereof has £6,000 per annum; a sum nearly equalled by the amount of salary drawn by the Representative of Her Majesty in this petty Province. The prime minister of the President of the United States draws £1,000, and other public functionaries proportional salaries.

The Post Master General of the Republic enjoys an income of £750, the Chief Justice, £1000."

The above paragraph originating with a Halifax re-publication in one of our City journals. Unfortunately, however, IT DOES NOT CONTAIN ONE WORD OF TRUTH! We quote from the "American Almanac and Repository of useful knowledge," a work of sound authority, the following scale of salaries, namely,—President of the United States $25,000 or £6,250. As to the "prime minister," this must be a newly created office, possibly owing its birth to the fertile brain of the author of the above *cheap* paragraph. There is no office in the Federal government even analogous to that of Premier or Prime minister in England. The Secretary of State, whom the writer possibly means, holds no seat either in the Senate or House of Representatives: he enjoys, as well as the other Secretaries, $3,000 per annum (not £1,000,) and the other "public functionaries," of a similar grade, do not receive "proportionable," but exactly the same salaries.

The Post Master general has a salary of $3,000 per annum, just *double the amount* afforded to him by our stingy contemporary, whilst the Chief Justice receives $6,000 or £250 more than the economical writer in Halifax is willing to allow.

Not one word is said about the startling fact, that every citizen in the United States has to support *two* government. He has to uphold that of his own State by *direct taxation*, whilst the proceeds of all Custom House exactions must be paid into the Federal Treasury, for the support of the General or Federal government. When a citizen of Halifax pays $5 of direct taxes, a citizen in the same circumstances in Boston pays ten times $5 of a direct impost. "But," remarks the annexationist, "a citizen in Boston has a better business, and "enjoys greater privileges than he can enjoy in the "Provinces, and is therefore able to pay the in-"creased tax." Not a bit of it, we answer, or why do so many of our folks who go there to seek these fancied enjoyments, find out their mistake so soon, and their way back again? And what must be the *real* views of the annexationists themselves, who remain here to lie and grumble, and find fault, when there exist so many facilities for transferring themselves to the "land of pure delight?"

COST OF RAILWAYS.

We have been frequently amused at the efforts made by one, or perhaps two, of our contemporaries, to alarm the timid portion of their readers, by endeavouring to render it very plain that the Halifax and Quebec railway is to cost a vast deal more than the price put down for it by those who really have some knowledge of the cost of such undertakings. In order to establish their position, they quote the cost of some of the most expensive railroads in the United States. They take up the expenditure on short lines, connecting large towns and which run through a densely populated country. In these cases "our esteemed contemporaries" forget, or—which is more likely to be the case—perhaps they do not know, that the cost of land required for railway purposes, and upon which valuable buildings are erected, and which, in other instances, from its highly improved state, its situation in cities, or its proximity thereto, is rendered so exorbitantly high, that the charge for "land damages" alone, becomes a fearful item in the aggregate cost of the road.

The cost of "land damages," on a few comparatively very short lines, in the U. States is here given: *Syracuse and Utica*, $71,243; *Western Railway*, in Massachusetts, for first fifty miles, $89,037; *Nashua and Lowell* for twelve miles only, $24,940, or over $2,000 per mile.

In New Brunswick, it is self-evident that similar charges will not, indeed, cannot be made. We have been furnished with ample reason to believe, that land proprietors will be glad to *give* their land, rather than the line shall avoid their localities.—Witness the conduct of nineteen out of twenty of the land owners residing betwen this City and the Bend of Petitcodiac, when they were applied to, a year ago, and expressed a willingness to concede the quantity required—without any money consideration—for the use of the European and North American line.

One of the most expensive lines in New England, is the *Boston and Worcester*, completed, if we mistake not, in 1834; it cost $10,000 per mile. A late writer on Railways, in reference to this line, remarks that, "this was one of our earliest experiments, "it could now be constructed for less than half the "amount originally cost, exclusive of *land dam-"ages*, which on this road, nearly reached $2,000 "per mile."

We have seen it frequently stated, and the assertion has not been contradicted, that the first ten miles of the Saint Andrews and Quebec line will cost £32,000. There is an item in this amount, too, for "engineering and instruments," of £1760.

We have a document now before us on the "*Project of a Railroad from Quebec to Montreal, on the North side of the St. Lawrence*," and from which we extract the following important paragraph:—

"The distance between Quebec and Montreal on the north side is estimated at about 150 miles. It is to be supposed that the Government would do for this route that which they have done for others of less importance—they might guarantee the funds to complete half the road. There would then remain 75 miles to be completed by the subscriptions of private individuals and Corporations. The probable cost of the road would be £2,000 per mile. It is easy to prove, that in the States a large extent of railroad (single track) did not cost more. We have here the ground, the iron, the wood and manual labour, at a rate cheaper than our neighbours pay for them."

Now, as our Canadian friends have enjoyed the advantage of a good deal of practical knowledge, one opinion of theirs, is worth a thousand assertions, made by people who know nothing at all about the matter; and on this light we hold the knowledge which the expression of their opinion conveys.

We now close our remarks, and subjoin the following extract, which we have every reason to believe is perfectly reliable:

"Pennsylvania, the *Schuylkill Valley Railroad* cost $5,500 per mile (double track) the *Schuylkill Railroad* (double track) costs $5,000 per mile; the *West Branch Railroad* (double track) cost $10,000 per mile; in New York, the *Saratoga and Schenectady Railroad* costs $12,000 per mile."

MECHANICS' INSTITUTE.—Doctor Paterson, Vice President of the Institute, has occupied the platform the two last nights, at which times he explained the philosophy of the Leyden Jar—giving many experiments illustrative thereof, both of an instructive and an amusing description.

Few persons have taken more genuine interest in the prosperity of the Mechanics' Institute than Dr. Paterson, and while it is gratifying to find his concern therefor unabated, it is equally pleasing to know that his rare abilities are at all times at the disposal of the Mechanics' Institute, and which, doubtless, will be properly appreciated.

ELECTION FOR PARISH OFFICERS.—The Election for Officers to serve the ensuing term for the Parish of Lancaster, will take place at the School House, Musquash, on Tuesday next, 9th instant.

[FOR THE CHRONICLE.]

RAILWAY THROUGH THE VALLEY OF THE ST. JOHN, TO QUEBEC, AND FROM ST. JOHN TO THE NOVA SCOTIA LINE.

MR. EDITOR,—It is said that delays are dangerous, and this, as a general aphorism, I am quite prepared to admit; but I think the whole Province will be much the gainers by the delay that has occurred in the construction of any of the recently contemplated lines of railroad; inasmuch as the scheme lately porpounded by Mr. Chandler has claims to our consideration far outstripping any [illegible] country, will [illegible] the right and best country to support.

The subject of Railroads is nearly worn threadbare, yet in my opinion, a tithe has not been said of what might be advanced in favor of the Government proposition as asserted to by the Canadian delegation.—Canada is destined to become at no distant day, if she is not already, the great rival of the United States as a grain producing country, and produce to a very considerable amount is yearly exported from that Colony to the English market. A large proportion of that goes through American territory to a port of shipment; the Americans thereby taking a share off it as it goes along,—contributing to support their railroad.—And when we see the giant strides made by the latter people to extend their iron arms into all parts of the Canadian Provinces, it surely should awaken us, if nothing else would, to the importance of securing at least a portion of the already immense outgoings of the Canadas.

I have always looked upon the European and North American line as one which, sooner or later, was "bound to go;" but to accomplish at the same time the more important communication with Canada, could only feasibly be done by the present contemplated scheme. By it, we secure a union of the Provinces, besides nearly the whole of the E. & N. A. line, and but let us once get in earnest to work in the new project, we shall find our Western neighbors giving up, le assistance towards completing the small remaining portion of the grand scheme. When this is accomplished, Branches may readily be constructed whenever there is a prospect of their becoming either useful or remunerative. Until Grand Trunk Lines are built, nothing can be done in regard to Railways, and the Country must continue to stand still, as it has done, twenty years behind the age. And it must further be borne in mind, that in the construction and laying out of these Grand Trunk Lines, all sectional feeling must be dropped by those into whose hands the work is entrusted. These lines should run as direct, and in as straight a course as possible, from one main point to the other, even at a little more cost in the construction,—saving of time and distance being the principal governing objects in laying down the Grand Trunk.

I am wandering a little from the mark, Mr. Editor.—The advantages of these lines to Canada and to the Province would be immense. Suppose the St. John line to tap that of Woodstock at, or most likely below the latter place, the Canadians would then have the choice of three ports of shipment for their produce, viz: St. Andrews, St. John, and Halifax; each of which are open at all seasons of the year. Besides this, they would supply the whole of this Province, Nova Scotia, Prince Edward's Island, and Newfoundland with flour; and I may add thereto the whole Eastern frontier of the United States AND ALL THIS COMING ON OUR RAILROAD. Surely, if we are ever to have a Railroad at all, he must be blind indeed who cannot see the advantage of the present scheme over all others; and bad indeed who will not divest himself of all sectional feeling in order to its accomplishment.

It is to be hoped that our own Province will go unanimously and firmly forward in the execution of her portion of the work. Nova Scotia may acquette with us, and will continue to do so, as long as we keep up the flitration; but some fine day, (not likely before the present year is out,) the "route" may be in the garrison for a couple or three regiments; she will then begin to look around for an equivalent to meet the loss, and be glad enough upon any terms short of what Mr. Howe imposed upon us, to join New-Brunswick in the Grand Project. Let our Legislature be honest in their Railway enactments—just towards what concerns the Mother Country therein,—and firm persisting and carrying out what concerns ourselves; and no one can doubt but the means may be obtained on the credit of the Province, from British Capitalists, even if the Colonial Secretary should persist in his objections to our Railway legislation. Though I much fear, if any unreasonable intermeddling is not forthwith put a stop to, we shall continue to remain in darkness.

One word more on the advantages of the scheme. The present Navigation Laws are not permanently fixed, and in case of their abrogation, who can tell what after-treaties may be executed, or what benefits might not accrue to a railroad line from Canada to a port of shipment running wholly through British territory. Or who can tell how soon other circumstances might arise, that would make it desirable their whole shipments should come through the same channel. With, or without these contingencies, I have mentioned before sufficient to show a probability of the lines being eventually remunerative; and of their convenience, utility, and expediency, a doubt cannot be entertained.

St. John, March 2, 1851. BLUENOSE.

THE ARCHIBALD SCHEME.

This Dodson and Fogg affair has met with a melancholy end. Even its poor disfigured remains are now utterly abandoned by its former friends, who have not considered it compatible with their dignity, to afford to them a decent interment.—What will Brass & Co. say when the account of its untimely fate is laid before the self-constituted railway board in London? It was a laughable thing to peruse the horrible accounts which the enemies of progress so frequently furnished of its formidable, but now successful rival, and of the conduct of those who have triumphantly supported it.

A hideous figure of their foes they drew,
Nor lives, nor looks, nor shades, nor colors true,
And this grotesque design exposed to view.

And, at the risk of being charged with an impertinent interference with the peculiar province of the poet, we subjoin the following:—

And now, with downcast looks, and visage blue,
Malignant envy and their opposition rue.

The Halifax *British North American* thus discourseth:—

"Mr. Archibald's full proposition at length appears in the New Brunswick papers. It is the concentrated essence of ridiculousness and absurdity. He must take us for a parcel of fools."

After this we cannot be obnoxious to the charge of doggedness, when we say of it:—Requiescat in pace.

TO CALIFORNIA.—The grand Panoramic view of California has been exhibited in this City, the past week, to crowded houses, and it has not otherwise occured that any exhibition has excited more general interest. From the best information at our command, we believe the picture, (which is painted on acres of feet of canvas,) to be a faithful representation of the route to and through California, the various towns, and also the "gold diggings," and we can honestly commend the ingenuity of the proprietors of this artistical performance to our brethren of the press, and to the inhabitants of any towns, wherever they may be pleased to travel.

The exhibition will close in this city to-morrow evening; and to those desirous of being transported to this recently famed land, without encountering the perils and deprivations of the journey, we would advise them not to miss this last opportunity of "seeing the elephant."

INCENDIARISM.—On the night of the 20th ult., a lunatic named Graham set fire to the Barn of Arthur Henry, a poor but industrious settler, residing on the Black River Road, in the Parish of Simonds. The Barn, together with all its contents including four tons of hay, a horse and two cows, were consumed. This is a case which demands the sympathy of the benevolent, as Mr. Henry has a large family depending upon him for support, and he is known to be honest and trustworthy man. Subscriptions in his behalf will be received at Messrs. Chubb & Co.'s Bookstore.

☞ We are requested to state, that the Panoramic view of California will be exhibited at the Temperance Hall, in Carleton, on Monday evening next.

PROVINCIAL LEGISLATURE.

(From Mr. Simpson's Reports.)

HOUSE OF ASSEMBLY.

WEDNESDAY, Feb. 11.

GRAND MANAN AND WEST ISLES.

On motion of Captain Robinson, the House resolved itself into a Committee of the whole in further consideration of the Bill to establish the Islands of Grand Manan and West Isles as a Free Port.—Mr. Hayward in the Chair.

Hon. Provincial Secretary said, that the bill was [illegible] ed on, and as the benches were thin, he hoped the bill would be allowed to stand over until there was a full House. He would not then offer any opinion on the matter, further than that it was a good or for evil on the inhabitants of the Province. He would therefore oppose its passage in a thin House, but would reserve the right of supporting the measure when it again came under the consideration of that branch of the Legislature.

Hon. Surveyor General had no doubt that the proposed measure would be of immense advantage to the Islands of Grand Manan and West Isles; but as a protectionist, he could not agree to the establishment of unrestricted free trade on those Islands at the expense of every other interest within the bounds of the Province; he would therefore feel himself called upon to oppose the bill.

Captain Robinson said, that the principle of the bill had already been sustained by a majority of the House, and progress was reported for the purpose of examining its provision, with a view to make any alterations that might appear to be necessary to render it as perfect as they could. With this end in view, he had submitted the bill to the Hon. Attorney General, who had turned his attention to the subject, and had made some amendments in several of the sections, in which he (Capt. R.) concurred. He thought the bill was now unobjectionable in every point of view, and hoped it would pass.

The Hon. Provincial Secretary hoped it would not then pass. He had already said, and would repeat, that there were provisions in the bill which were calculated to affect the Province in a way which, for good or for evil, would be felt by every inhabitant within it, and he had no idea that such a bill should be allowed to pass that branch of the Legislature without mature deliberation.

Hon. Surveyor General said, that if it be competent for the Legislature of this Province to enact a law making the Islands named in the Bill a free port, it would be equally competent for the people in Canada to insist on their Legislature passing an Act to establish all the Islands in the Gulf of Saint Lawrence free ports, and what then would become of the legitimate trade of the country, or how were the producing classes to find a market for the product of their industry? The surplus stock of every manufacturing country on the face of the globe would find an outlet in such free ports. They would relieve their home markets by sending their surplus stock to such places for sale, and thus support the value of the labour in their own countries at the expense of those engaged in similar pursuits in the countries to which their goods were sent for sale. The more they discussed the matter, the more apparent it would be, that the measure was, to say the least of it, a dangerous experiment, and one to which he could not give his consent.

Captain Robinson alluded to the Island of Guernsey as an example of the benefits of erecting detached Islands into free ports. During the last war, Guernsey contained 10,000 inhabitants, and now it contained something like 60,000. If the Legislature passed the present bill, there could not be a doubt that it would bring a great deal of shipping to the Province, and whatever was brought into port would contribute one per cent. to the revenue of the country. After mature deliberation, he had been convinced that the measure would be a public benefit, and it was for that reason, and that reason alone, that he had introduced the bill.

Mr. English said, that if they supported the present bill, they would, for consistency's sake, be required to pass a bill erecting every Town in the Province, the inhabitants of which applied for the privilege, into a free port.

The hon. Attorney General said, that he had carefully examined the bill, and had made alterations in some of the sections, and he did not now see anything objectionable in it, as it then stood.—The Islands in question lay contiguous to the ports of Eastport and Lubec, from which there was smuggling to a large extent, and there could not be a doubt that the bill under consideration would effectually put an end to illicit traffic. There was one point, however, on which he would not then give a decided opinion. There might be some danger to the friendly relations now subsisting between Great Britain and the United States, should a bill such as that now under consideration be passed and should be confirmed by Her Majesty in Council. He did not apprehend that any such difficulty was very likely to arise, but thought it his duty to point out to hon. members the possibility of such an occurrence taking place. Progress was then reported on the bill.

THURSDAY, Feb. 12.

ST. JOHN WATER COMPANY.

The bill to increase the stock of the St. John Water Company, and to authorise the transfer of the whole stock of the said Company to the Corporation of St. John, was committed for further consideration.—Mr. Hayward in the chair.

Mr. Needham said, he would not go over the whole ground again in explaining this bill; but would merely notice the facts that came to his knowledge since the bill was first committed. It appeared that the bill came from the Water Company itself, but that it was not sanctioned by the Common Council, and there were no petition from the citizens of St. John in its favour. But since the bill was first committed, a petition had come up from the Common Council, praying that certain sections of the bill, authorising them to become the purchasers of the old stock of the Company, might not become a law. They did not object to the other sections of the bill, nor to increasing the stock of the Company, nor to becoming shareholders of the new stock; but they did not want to be holders of the old stock. This petition was passed unanimously by the Common Council; and therefore as they did not want the power this bill was intended to give them, he would move to strike out those parts of the bill. There was nothing in the bill, making it imperative on the Common Council to become purchasers of further stock; and they could not become such purchasers, unless the citizens had due and ample previous notice of such intention. The bill, therefore, when amended, would merely provide for increasing the stock of the Company, and for authorising the Common Council, at their option, to become purchasers of the new stock. The Common Council, from the terms of their petition, seemed to be under an erroneous impression, that it would be obligatory on them to purchase stock; but that was a mere misunderstanding; but the error was the fault of the Company themselves, who had neglected to send a copy of the bill to the Council, before sending it up to this House; if they had done so, there would have been no need of this petition. He would now move that the bill be read section by section.

The first section authorizing the increase of stock to an amount not exceeding £10,000, in shares of £5 each, was then read and passed.

On reading the second section,

Mr. Harding asked for information. The Common Council already held stock in the Company to the amount of £4,500; and he thought the House would not be justified in passing this bill, to compel the old stockholders to take one third of the shares in the new stock. He was glad the Company increase their stock; but could not suppose such an obligation on the old stockholders.

Mr. Needham explained, that as the stock certificate was transferable, he thought it unwise that old stockholders if they choose to take it, but if they should not choose, to do so, then it would be in their power to say, not, you shall not, but that was the whole extent of the bill.

Hon. Provincial Secretary asked, whether any meeting of the stockholders had been convened previously to getting up this bill.

Mr. Needham said, there had been a meeting of the Directors, at which also were present three members of the Common Council; Messrs. Harding, Johnston, and himself; who had been appointed to wait on the Directors of the Company, to see whether anything was to be done to render the Company more effective. Explanations were then made, and something similar to this bill was spoken of at that meeting; but subsequently the Common Council had, taken no action upon it, and he did not know that the stockholders of the Company had. He did not know that they were ever consulted on the subject, or that any meeting was ever called. All the information he had on the matter, he had got from the Secretary of the Company, who told him there was to be a meeting of the Stockholders; but it had not yet taken place, to his (Mr. N's knowledge.

Hon. Provincial Secretary said, that affected the fate of the bill: the stockholders ought to be consulted on the subject; and the directors ought not to be allowed to apply to the House for an extension of their stock, until they had first convened a meeting of the stockholders, and obtained their consent.

Mr. Harding replied, that he held in his hand a newspaper, in which there appeared an advertisement, calling a meeting of the stockholders for this day, the 12th Feb., therefore in that case it would result of that meeting could be known.

Mr. Needham assented; and progress reported accordingly.

JUDGES' FEES.

Hon. Attorney General, in reply to a question that had been put to him the other day, as a member of the Government, informed the House, that no Minute of Council or Despatch, in reply to Earl Grey's Despatches on the subject of the abolition of the Judges' Fees, had been transmitted by this Government to the Colonial Minister.

Mr. J. M. Johnson said, that his object in asking the question was, that if there had been any such Despatch or Minute of Council, the House should have a copy before them, so that they might come to a conclusion as to whether the Government had or had not taken a proper course in the matter.—Therefore, as the members of the Government stated that nothing had been done, it would not be necessary to move for an address on the subject; but when the House should be in Committee on the State of the Province, they could discuss the matter with a full knowledge of the facts.

On motion of Hon. Attorney General, the House again went into Committee on the bill for the collection and protection of the Revenue.

THE RAILWAY DEBATE CONCLUDED.

FREDERICTON, WEDNESDAY MORNING, March 3d, 1852.

The great debate on the Railway was brought to a close last evening, and in such a manner as must be deemed satisfactory to every friend of progress and advancement. The Resolutions introduced by the Government in favour of the line have been carried by large majorities.

The speakers yesterday were the Hon. Mr. Montgomery against the measure; the Hon. Mr. Hayward in favour of it; followed by Messrs. Taylor, Scoullar, Thomson, McLeod, Porter, Fitzgerald, Macpherson, and Lewis,—all in favour of the Government scheme. The Hon. Mr. Gray replied in self-defence, and Mr. J. M. Johnson, (Miramichi,) followed in opposition. Mr. Hanington spoke in explanation of his course, and Mr. Harding followed with another tedious speech against the Railway. Mr. Stiles spoke next; and the Hon. Mr. Street closed the debate with an excellent speech, meeting every argument which had been advanced by the opposition to the satisfaction of every intelligent mind.

Mr. Harding's amendment to embrace the European and North American line, by constructing it to the American frontier, was put and negatived, by 31 to 6. The minority were, Messrs. J. M. Johnson, Barberie, Harding, Scoullar, Montgomery, and Cutler. The first Resolution submitted by the Government was then carried, 31 to 6. The nays were, Messrs. J. M. Johnson, Harding, Montgomery, Pickard, Cutler, and McPhelim.

Mr. Harding's amendment to the second Resolution, in favour of the Northern line, was then put and negatived, 31 to 6. The minority consisted of Messrs. Harding, J. M. Johnson, Montgomery, Barberie, Read, and Cutler.

The second Resolution was also put and carried, twenty-six to eleven. The Ayes were—the Hon. Messrs. Speaker, Street, Partelow, Gray, Wilmot, and Hayward, and Messrs. Hanington, Scoullar, John Johnston, Botsford, Lewis, Rice, Stiles, Goddard, Macpherson, Taylor, Hatheway, Ryan, McLeod, Porter, Robinson, beardsley, English, Fitzgerald, Needham, and Thomson. Nays—Messrs. Barberie, Montgomery, Read, Gordon, J. M. Johnson, Willston, Cutler, McPhelim, Harding, Pickard, and Gilbert.

Mr. Hanington's Resolution, to the effect that the Government borrow the money and loan it to a private Company, was negatived—only Messrs. Hanington, Pickard, and Cutler voting for it.

LATER FROM CALIFORNIA.

Revolution at Great Salt Lake—Mormon Declaration of Independence.

The steamship *Prometheus* arrived at New York on Saturday last, from San Juan, bringing California dates to February 2d. She brings $432,000 in gold, and has 334 passengers.

A rumour had reached San Francisco, Feb. 1st, that a revolution had occurred among the Mormons at Great Salt Lake. The Mormons were arming and fortifying themselves, and had published a declaration of independence, in which they asserted their full determination to set up a Republic for themselves.

A gentleman just returned to Portland, Oregon, from Salt Lake, says affairs there were of a threatening aspect. The people freely declare their hatred of the General Government, and their willingness to oppose it.

The miners on Sacramento are working night and day with great success.—A ledge of marble and limestone has been discovered near Sacramento City.

The difficulty at Carson's Mill was yet unsettled and quartz miners had almost entirely suspended operations.

HEAR THE DUBLIN CHURCH SENTINEL UPON THE NEW FOREIGN SECRETARY.

At the command of the Court of Austria, as it appears, Lord PALMERSTON has been put out of the Foreign office, and Lord GRANVILLE put in. Lord PALMERSTON had too little sympathy with General HAYNAU, and to much with KOSSUTH. He was too much of an Englishman, and too little of a Roman, for the taste of Lord JOHN RUSSELL. Accordingly, the Premier has chosen one who is more than half a Papist and an Italian—his better-half being so—to supply the place of the too-Protestant PALMERSTON. The whole Popedom is in the extreme of delight at the change. To our own countrymen, who are the liege of the Pope, if we are to judge from their press, the circumstance is particularly agreeable. Meanwhile, outrages are being perpetrated on Englishmen abroad. A Mr. MARRIER has been severely beaten in Florence, without having offered even the semblance of offence. His crime was his being an Englishman. The exputation of Lord PALMERSTON is very likely to lead to greatly increased insolence towards English travellers, on the part of such governments as Austria, and to greatly modified demands of justice on the part of our Foreign Office. In short, as Popery spreads amongst us, Emasculation and servility increase also. And yet, unfortunately, few seem disposed to go to the root of the evil—to trace it to the fatal year of WELLINGTON and Sir ROBERT PEEL. They then trampled on the constitution; they admitted into it an element of weakness and treason, which 23 years of retrogression have rendered almost more potent in the State than the Protestant vigour which once had so effectually mastered it. Now, with the (bad) it is very easy to state Reason—either the expulsion of Popery from the constitution, or the downfall of the constitution itself. "A house divided against itself cannot stand."

HEAR THE DUBLIN CHURCH SENTINEL UPON THE PROSECUTION OF THE "PRESS OF DERRY."

While Lord CLARENDON is thus engaged in the laudable work of prosecuting Liberal and uncompromising men, in the land, forsooth, and in a Christian country, *Exchequer* Papers, and assassinations are rife, of which it is to be hoped the time-serving Government, will not, in the end, be held respons