circular, but they could approach somewhat nearer home, and make returns that would throw much light on the subject.

Hon. Mr. Montgomery rose to move an amendment. As no complaints had been made in the House against any magistrate of the Province but the magistrates of Kent, the investigations of the Committee should be confined to the returns from that County. He therefore moved that a Select

from the magistrates of the County of Kent, and report thereon.

Mr. Cutler objected to the amendment. He did not complain of the County of Kent in particular, but wished to see a general investigation made, in order to ascertain if it be necessary to change the system.

Mr. Hatheway had opposed the resolution last Session. He foresaw that trouble would grow out of it. He had not received any circular although he understood that one had been directed to him. It was impossible for a magistrate to comply with the terms of the circular. He, as a magistrate for County of York, had tried a great many causes, perhaps as many as any country magistrates in the County, and he had never received twenty shillings cost in his life. The duties of a magistrate were onerous, and he would be glad to be relieved from them, were it agreeable to the people of the settlement where he resided. He saw plainly that the hon. mover's motive was to implicate some magistrate of Kent, and he hoped the duties of the committee would be directed to investigate the returns from that County only.

Mr. Macpherson was a Magistrate, but had never received a penny as cost in his life. He was opposed to the motion of the hon. member for Kent.

Mr. Johnston did not feel very much interested in the matter, but as the hon. member for Kent appeared anxious that all the returns should be referred to a select committee, he would support the original motion. Perhaps something might arise from the investigation; such facts might possibly be brought to light, as would induce the Government to appoint a Commissioner in each County, to try all civil causes not exceeding ten pounds. In fact, they did not know what might grow out of the investigation. As some of the returns were before them, he was not disposed to do as had been done before, and allow the affair to die where it then stood. Every magistrate had been ordered to make his returns; and the order should have been enforced, otherwise it was impossible for the House to arrive at a conclusion properly. Still, as the matter stood, he would support the original motion.

Hon. Mr. Montgomery begged to correct the hon. and learned member for Northumberland; the circular did not require that every Magistrate in the Province should make a return; it exempted those who had not tried any civil cause for the year next preceding.

Mr. Needham said, the construction the hon. member for Restigouche had put on the circular, was the lawful one. If the amendment should pass, it would appear invidious, as it would single out the County of Kent. He (Mr. N.) had paid no attention to the circular, as he had tried no civil causes for some years past.

Mr. English did not agree with the construction put upon the circular by the hon. Attorney General. [The hon. member here read the circular.] The Magistrates were commanded by the Government, in positive terms, to make the returns, and yet only a few of them had complied with the order. He could not go for the amendment, because he wished to see the returns from his own County. The people of Carleton County were not satisfied with the present state of things; they were uneasy, believing that something was wrong, and he was doing his duty as a representative of that County, in asking for information. He did not attack any Magistrate in particular, but it was the prevailing opinion in his County, that all of the finest were not accounted for. He wished to ascertain whether those suspicions were well-founded, or not.

Mr. Needham said, he was not accountable to the Government for his conduct as a Magistrate; he did not receive his commission from them, but from the people, and whenever the people called for an investigation of his conduct, they should have it.

Mr. Harding saw the Resolution on the Journals of last Session, and as this was the same House, he thought the original motion should pass, as a matter of course. He considered the Magistrates bound to obey the order, and thought the Government should have dismissed all those who disobeyed. If the House last year considered the subject of sufficient importance to address the Lieutenant Governor, and call for these returns, surely now the returns were before them, they ought not allow the matter to drop.

Mr. M'Phelim said, hon. members were wrong in attributing any personal motives to his hon. colleague; he knew that such was not the case. The hon. member for Carleton had, he thought, made use of a strange term, when speaking of the Magistrates of Carleton; he had stated, that those who had made returns, were the least qualified to do so, of any Magistrates in the County. With respect to Kent, he knew of no Magistrate in that County who was likely to be implicated by the returns called for, and the investigation that might take place.

Mr. English said, there were six returns from Carleton County, and four out of the six were from Magistrates among the least qualified of any in the County. When he said that, he did not mean to be personal, but all men were not equal in point of ability. The most able among the Magistrates of his County, and those who tried the most causes, had not made any returns.

Dr. Gordon thought the original motion correct, and would support it.

Mr. Hatheway said, that if every Magistrate in the Province had made a return, in compliance with the circular, the motion for Select Committee could not effect anything, as any Magistrate might make a false return, and it would be impossible to find it out.

Mr. Taylor thought differently. The contents of each return would be made public, and if any Magistrate should make a false return, it would be soon found out by the people. He thought the motion for a Select Committee, a good one, as by investigating the returns, they might possibly ascertain whether it were better to appoint Commissioners in the several Counties to try small causes.

Mr. J. M. Johnson said, the argument advanced by hon. member for York, (Mr. Hatheway,) would tell in favour of a Select Committee, and not against one. If Magistrates would so far forget what was due to their station, as to make false returns, it was one of the strongest reasons that could be adduced in favour of an investigation. Let the Committee investigate the returns now in the House, and if any of them were false, perhaps some hon. member might discovered the fraud.

Mr. Rice stated that he was a Magistrate, but he had not tried any civil causes for more than a year before the circular issued, consequently he had no returns to make.

Mr. Read made a similar statement.

Mr. Porter saw no necessity for a Select Committee. He could not conceive what object the hon. mover of the motion could have in view. If the Magistrates required watching, the people could do it much better than the House of Assembly.

Mr. Cutler disclaimed any personal or improper motive in moving this matter; he merely sought information. He would particularly disclaim any intention to implicate any Magistrate of his own County; he knew of no act of theirs which warranted him to suppose that they had swerved from their duty. His object was general, in order to reform the system, should it be found necessary.

Hon. Mr. Montgomery could not see what good a Select Committee could effect. Not more than one-twentieth part of the Magtrates had made any returns, and how was it possible the Committee could come to a correct conclusion upon those? The appointment of a Select Committee would take up the time of the House to no purpose.

The question was then put on the amendment, which was negatived, and the original motion being put, was sustained by a majority of fourteen against eight.—*Committee*: Messrs. Cutler, Pickard, and Harding.

On motion of Mr. Gilbert, the House went into Committee of the whole on a Bill to erect a portion of the Parish of Waterborough, Blackham, and Canning, in the County of Queen's, into a separate Parish. As the members for Queen's differed in opinion in reference to this bill Mr. Gilbert being in favour and Mr. Earle being desirous for its postponement, the House decided to postpone it until the next Session of the Legislature.

SATURDAY, January 31.

Mr. Huntington moved the following Resolution:—Resolved, That an humble Address be presented to His Excellency the Lieutenant Governor, praying that His Excellency will be pleased to cause to

lay before the House, copies of all Despatches from Her Majesty's Government relating to the contemplated Railway through New Brunswick, to Canada and the United States; also, copies of any correspondence which may have taken place between the Government of this Province adjoining Colonies, on the same subject.

The Resolution was adopted, and Messrs. Huntington, Hatheway, and Earle, were appointed a

Hon. Provincial Secretary, by command of His Excellency the Lieutenant Governor, laid before the House the following copy of a Minute of the Executive Council, with reference to the late appointment of Chief Justice Carter and Judge Wilmot:—

(Copy)

"The Executive Council in Committee, having had under consideration the recent provisional appointment of the Hon. L. A. Wilmot to the office of a Puisne Judge in this Province, deem it their imperative duty to bring under the consideration of the Secretary of State for the Colonies, their opinion of the unusual mode of this appointment.

"The Council are willing to admit, that the Minute of Council of the 21st October last, on the subject of the Chief Justice's resignation, might be considered as a virtual recommendation of the then Senior Puisne Judge of the Supreme Court, to the office of Chief Justice; but with regard to the appointment of Mr. Wilmot to a seat on the Bench, by the direction and authority of the Secretary of State, *even provisionally*, without the previous advice or recommendation of any responsible Executive Council within the Province, the Committe cannot but consider it as at variance with those principles of Responsible Government understood to be now in force in this Province.

"The Committee respectfully request that His Excellency the Lieutenant Governor will be pleased to forward this Minute of Council, to the Right Hon. the Secretary of State for the Colonies."

(Signed) "E. B. CHANDLER,
" G. S. HILL,
" W. B. KINNEAR,
" J. H. PARTELOW,
" R. L. HAZEN.

"*Committee Room, 30th January, 1851.*"

MONDAY, February 2.

ST. JOHN SUSPENSION BRIDGE.

The House went into Committee on a bill to extend the duration of the Act to incorporate the St. John Suspension Bridge Company.—Mr. M'Leod in the Chair.

The preamble of the Act recited its object, which was, that whereas the present Act would expire on the 14th April next, and whereas the Company had entered into Contracts for the erection of the bridge, and had provided the necessary materials therefor, but had been unavoidably prevented from proceeding with the works this winter from the unusual severity of the weather, it was therefore necessary to extend the time originally limited for the time originally limited for the completion of the bridge.

Mr. Needham said, he wanted to understand the nature of the bill; was it simply to extend the time for completing the bridge, without including any provisions for altering the present intended height of the bridge, or not?

Hon. Mr. Wilmot replied, that it was merely to give an extension of time, and would not interfere with any other provision of the Act whatever.

Hon. Mr. Gray said, the height of the bridge was to be 14 feet above the top of the mast of the largest woodboat that came through the Falls, which was considered to be quite sufficient.

Hon. Mr. Hayward asked for information on the subject, as he understood a woodboat's mast had already carried away the telegraph wire across the Falls; and if so, he thought it would be necessary to raise the height of the bridge.

Hon. Mr. Gray replied, that he did not know what was the state of the wire at the time of the accident; but he knew that the roadway of the bridge would be 14 feet above the highest mast of any woodboat that sails; and it was well known that if the height of the roadway above a given level was to be increased, the length of the chains must be increased in proportion; and thus a great increase of expense must be incurred.

Mr. Needham had no doubt the height of the bridge would be such as had been stated by Hon. Mr. Gray; but he had merely asked whether it was in contemplation to extend the height of the bridge or not; as if so, it would have to be included in this bill.

Hon. Mr. Gray said, the bill was merely to extend the time for completing the work; and it would be very hard indeed if that extension were not allowed under the circumstances; while it would be extremely unjust to make any alterations in the conditions already imposed upon the Company.

Mr. Porter believed the bridge would be 72 feet above high water at the highest spring tides, and 81 feet at ordinary tides; which was quite high enough.

After a few words from Hon. Messrs. Partelow, Wilmot and Hayward, and Messrs. J. M. Johnson and Robinson,

Mr. Scoullar said, that the present charter required the bridge to be not less than 70 feet above high water; but that was not sufficient; it would confine the navigation of the river to small vessels. There were now in course of erection on the river St. John, several large vessels, intended to carry lumber to the West Indies; they would ship their cargoes on the river, and run direct to their destined port; and it would be very unjust to prevent those vessels passing under the bridge, as it was well known that lumber was always more or less injured by being trans-shipped. The intended height of the bridge was not sufficient; the lower masts of some large vessels would be higher than 72 feet from the water line; even to be compelled to take down the topmasts of such vessels, to pass under the bridge, would be burden enough on the owners, without preventing them from passing through with only lower masts standing. He thought now was the time to remedy the difficulty; if the parties had not completed they contract within the time limited by their charter, the Legislature should take the opportunity to negotiate with them, for the purpose of obtaining a raising of the height of their bridge. He thought that the House ought not, even for the whole price of the bridge, to compel parties to pay a tax for carrying their lumber to market; and he hoped there was good sense enough in this Committee to check the possibility of such a result.

Hon. Mr. Wilmot said, this was a matter of great importance; it appeared very desirable that the bridge should be raised; but as the Act of incorporation had passed with a suspending clause, (as had been stated by the hon. Provincial Secretary) and as it did not appear therefore that it would expire till the 1st August next, (being three years from the time of its having received the Royal assent) the bridge would by that time be completed in accordance with the terms of the charter. At the same time he would observe, that it would not be right at all to interfere with that charter without making compensation to the Company for the difference of expense caused by raising the bridge. Perhaps it would be better now to report progress, &c.; and in the mean time he would communicate with the parties interested, and ascertain what could be done. He was informed, that the bridge would be actually 80 feet above high water.

Mr. Needham said, that if the bridge was to be 72 feet above high water, it would be 81 feet above the water level, at the time that vessels could pass under it; as vessels could not go through the falls at high water.

Mr. Scoullar said, that every thing depended upon the season of the year, and the height of the river generally.

Hon. Mr. Partelow, referring to the Act of incorporation, passed in 1849, said, that it passed the Legislature on the 14th April, 1849, but with a suspending clause; and it contained a proviso, that the bridge should not be less than 70 feet above the level of high water at spring tides. Now, the parties had gone on with the work in strict conformity with the requisitions of the charter, and the bridge was now nearly completed. The Act provided, that unless the bridge should be completed within three years from the passing of the Act, it should cease and determine and become of no effect. He would therefore ask the hon. Attorney General, whether that Act took effect from the 14th April, 1849, or from the 1st Aug., 1849, when it received the Royal assent.—His (hon. Mr. P's) own opinion was, that it did not begin to be in force till the Royal assent was given; and if so, the parties still had till the 1st August next to complete

the bridge; and if so, they could go on with the work under the terms of the original charter. There was another Act subsequently passed, to give the company a Provincial bonus of £2,000, if their bridge was completed according to the charter; which might perhaps involve a question of Law

member Sunbury, (Mr. Scoullar) they could not now be helped, as the parties had proceeded strictly according to the terms of their charter; but he (hon. Mr. P.) did not apprehend any such serious consequences. But if the Legislature wished now to raise the height of the bridge, they must remember that the company would be entitled to come on the Province for very heavy damages, which would be an immense charge on the public revenue.

Hon. Attorney General said, his opinion was, that the Act could not be considered as having passed all the branches of the Legislature, until the provision of the last section had been complied with, by the Royal assent being given to it. But in matters of this kind, where there is the slightest doubt, the construction of an Act must be governed by precedents and rules of law; and can only be decided by a Court of Law. He had therefore given merely an off-handed opinion; though he was pretty confident that he was right; but as no evil could arise, from removing any doubt that might exist, it might be as well to do so in this case, by passing this bill. The Legislature had already fixed what should be the height of the bridge; the Company had gone on under the provisions of the Act of incorporation; and if the House now passed an Act to impose additional burdens on the Company, the consequences suggested by the hon. Provincial Secretary must ensue; and the Province would be liable to pay heavy damages. Perhaps, however, even that should not be a consideration, if any hon. member was prepared to give positive information to the House, that the bridge would be too low for the public convenience. At all events it might be better to pass this bill, which could do no harm, and which would remove any doubt as to the time when the original Act would expire; as the bill was merely for extension of time.

Mr. Ryan considered, that if it was necessary to raise the height of the bridge, it would be better not to pass the bill; but to take the opportunity of negotiating with the Company on that point.

Mr. Harding thought, that if the Act of incorporation would remain in force till the 1st of Aug., the bridge would be completed before that time, and that would settle the question. He believed that no injury whatever would result from the intended height of the bridge. Some time ago, what was called the "Folly" bridge, was commenced, but never completed; at that time 70 feet height above high water, was considered quite high enough; and from that time to the present, the whole community of Saint John, and the public at large, had plenty of time to consider this question, and they were quite convinced that that height was enough for all general purposes. The hon. member then proceeded to maintain his argument by statistical statements; and concluded by observing, that to make any alteration in the charter now, would incur a heavy liability, and cause great public expense.

Mr. Huntington said, that this was one of the few Acts of incorporation likely to be beneficially carried out; and when carried out, the work would be a great public improvement. He hoped, therefore, that the charter would not be interfered with, as he considered the bridge would be quite high enough. The hon. member concluded with some observations, in corroboration of those of Mr. Harding; and said, that in other countries, such difficulties were obviated by the masts of vessels being lowered, when passing under bridges.

Mr. J. M. Johnson said, that if, by the charter, the company had till the 1st of Aug. to complete their works, the Legislature could not in justice interfere with them till after that period. He had no doubt that the hon. Attorney General's opinion on that point was perfectly correct, and that the Act did not come into operation till the Royal assent was published in the Royal Gazette of this this Province. If it were not so, the greatest injustice might be done. Suppose the Act had allowed only one year for finishing the work, and yet had a suspending clause; and suppose the Royal assent were not given to it till the last month, or the last day, of one year from the time of the Act passing the Legislature; what would be the effect, if the Act were held to be in force from the time of its first passing the local Legislature? But the suspending clause prevented the Act passing into a law, till it had received the Royal assent. Then this House could not interfere with the contract made under this charter; and the company must have till the 1st August to complete their contract. If, after that period, they should come forward and ask for more time, then would be the time to make a further negociation with them. The hon. member for St. John (Mr. Harding) had said, that the same class of vessels always came through the falls; but that was not exactly correct; because it must be remembered, that when the "Folly" bridge was put up, Fredericton was not a free port; the case was now very different, and vessels of a much larger class would now navigate this river, than heretofore.—Many American schooners, also, had masts made of a single stick, which could not be lowered. But he thought the better way would be, to let this bill lie over for the present; and see whether the company would finish their works by the 1st August; as he was convinced, with the hon. Provincial Secretary, that any interference with their charter would entail an enormous expense on the Province.

Mr. M'Phelim briefly supported the bill, and deprecated any interference with the present charter. He believed that the expense of raising the height of the bridge three additional feet, would be at least £3000; as the chains were already made and ready to put up. He considered it would be the height of injustice, now that the contractors were carrying out their contract strictly according to law, if any alteration were to be made, imposing additional burthens on the company.

Mr. Macpherson, in reply to Mr. M'Phelim, again spoke in opposition to the bill, and in support of his former arguments; and in the course of his observations said, that he did not believe the wires for the bridge were yet out; and that there was no guarantee as yet that the bridge would ever be completed.

Mr. Needham recommended the Committee to report progress.

Hon. Mr. Wilmot supported the motion for reporting progress.

Mr. Porter stated it to be clearly his opinion, that the bridge would be quite high enough for all necessary purposes.

Mr. Scoullar maintained a contrary opinion; but agreed to report progress, &c.—progress reported accordingly.

NEW BOOKS—Per Creole—Harper's Magazine for December; Edinburgh Review for Oct.; Cabinet de Lignes and Shadows of London Life, by E. L. Blanchard. Also—A further supply of Annuals for 1852, among which are—The Wild Flower; The Iris; Book of Beauty; Flowers of Loveliness; Gems for You; Leaflets; Chaplet of Roses; Lily of the Valley; Dew Drop; Rose of Sharon; Loving Offering, &c. ☞ Late American papers.

December 12. B. O'BRIEN.

COMMUNICATION.

(FOR THE CHRONICLE.)

BRITISH AND AMERICAN DIPLOMACY.

Continued.

It has been remarked, and with hardly a show of contradiction, that the Navigation Laws of England were conceived and framed in a spirit of the most perfect wisdom. One thing is undeniable,

file marine, but also her naval power have attained a height to which no other nation ever approached; whether at the outset they were intended to meet similar restrictions on the part of her Government, (for at that time she had great and formidable one who have since been forced to succumb,) or whether an entire new course was struck out, does not appear; but the probability is that England merely availed herself to the utmost (as every nation ought to do) of the advantages her own geographical and insular position gave her over other maritime states, and that the navigation code was intended to give the fullest effect to these advantages by analyzing them in every respect for the benefit of her own subjects, and for their benefit alone.—Happy, indeed, if the government had always been actuated by the same spirit. Whatever way it was done, it was the work of a statesman, one of those whose race appears to be extinct in England, and has resulted in the supremacy she now enjoys, and which her naval victories, brilliant as they were, never would have secured for her, had not the foundations of her power been thus deeply laid.—Any attempt to alter or break up such a system, which had stood the test of time, and venerable almost as the Constitution itself, furnishes one of the most striking, and at the same time unfortunate proof, of that presumptuous and meddling spirit of legislation which characterizes the present age.

It is not proposed to go over the ground again, by reiterating any of those arguments that were used for or against the bill for repealing those laws. The strenuous opposition that was made by the Lords redounds highly to their honor. Owing to the peculiar construction of that body, it was not to be supposed that their knowledge or information could have so readily furnished them with arguments as in the other, yet it was there the greatest battle was made.

The present object is to state some things which seem to have escaped the attention of both the supporters and opponents of the bill, and calculated to uphold and prove that assertion, which to some may appear too boldly hazarded, namely, that the repeal of those laws was in reality a concession to the American republic at the expense of England; and that such was the real and distinctive character of the measure, as much as if it had been expressed in the preamble or embodied in the act itself; and should I fail in this it will not be so much for want of facts or figures to bear me out, as of ability to set them forth. But it may be said this was intended as a general measure to embrace all maritime states that would reciprocate with England, and therefore why apply it to the Americans particularly? The answer is because they are the only nation that appears anxious for it, or has yet reciprocated, if the very small return they make can be called by that term: because their peculiar position, their large mercantile marine, and their direct and active competition to all the markets of the world, both disposes and enables them to turn these concessions to account more than any other country is likely to do, besides that being the only quarter from which Britain has to apprehend any danger in the dominion of the seas. The Danes and Swedes, it is true, may in some measure avail themselves of the boon thus held out. But even admitting England in a position to be generous, it is one thing to assist a poor neighbour, and another to foster a naughty rival. It should be remembered also that the first proposition for repeal of the Navigation laws came from the American Minister, in the shape of a note which held out a promise to the British Government, that whatever relaxation they would make should be met in a corresponding spirit by that of the United States: like the Roman conspirator, he would set his foot as far as who goes farthest. How far this pledge was redeemed will appear in the sequel. The note itself was paraded before the public and in parliament, as an expression of unbounded liberality. Any British minister possessing the least degree of caution, especially if aware how egregiously the country had been duped on former occasions by these very people, would have viewed an offer from that quarter with as much distrust as the old Trojans did the Greeks, and their bringing gifts (Timeo Danos, &c.) If disposed to entertain the offer, he would have taken pains to inform himself how the proposed reciprocity was going to benefit both parties, or how far one was likely to profit by it more than the other. The statistics of trade, custom house returns, information from practical men, all these were accessible and would be more likely to furnish a solution of any doubtful point than the report of a packed committee of the House of Commons. None of these legitimate sources of information do the minority appear to have resorted to, it rather seems their course was predetermined on right or wrong. It is saying, "he needs must whom the Devil drives," and they could not withstand the whipping and spurring of Cobden and the free-traders.

It must be borne in mind that the ostensible cause for altering and amending the Navigation Laws, was the difficulties and restrictions that British shipping were exposed to under the old system. But the minister when endeavouring to make out a case of this kind in support of the Bill was completely nonplussed; the only tangible grievance he could adduce being an insignificant story about ground nuts from the coast of Africa. If the truth were known, it would no doubt be found that the instances in which those restrictions bore hard on British shipping were rare indeed, and far more than counterbalanced by the advantages that were secured to them over foreigners.

In order to understand the matter fully it is requisite to take a view of the restrictions imposed by the old laws on foreign shipping. The obnoxious feature in them was this, namely, that no foreign vessel could be admitted to enter at any port in the United Kingdom, with a cargo other than the produce of the country where such ship or vessel belonged; and as an offset to this British vessels were subject to the same restriction in foreign ports. Now there can be no question that while these restrictions were in full force, they operated in a far greater degree against foreigners, particularly Americans, than they did against British shipping.—One reason for which is plain, that the British market, owing to the superior wealth of the people, their luxurious habits, the immense number of the upper classes who live solely on their money, as well as other causes, is the most attractive in the world. The Americans are capable of appreciating and value it above all other markets; and in addition to the great amount of staple articles, the produce of the United States, they were in the habit of carrying there, and which formed their legitimate trade, they would fain also have the privilege—and no doubt it would be a great advantage to them—of carrying thither, also, articles the produce of other countries, which might come to hand in the course of their dealings or they might find it a convenient way to realize the profits of a long and circuitous voyage, which had been conducted on the principle of barter—by getting hold of some article convertible into cash in the English market. Now the American market for imports bearing no comparison with that of Britain being probably not one fourth as great, it follows that the markets of both countries being thrown open indiscriminately to each others shipping, the advantages resulting thereby to American over English would be greater in proportion as the imports of the latter exceed those of the former. This would shew how much the reciprocity so called is in their favor; but when the other advantages they have obtained by the repeal of the Navigation Laws are added, the disproportion will appear to be infinitely increased. These I shall proceed to state as far as my knowledge extends.

And first, there is the share they can now have in the Colonial timber and deal trade: the freighting of wood from the North American Provinces to England and the carrying of passengers, as also coals, iron, and other bulky articles out, although perhaps not the most lucrative business, yet furnished steady employment to a large amount of British tonnage. It were impossible to provide with anything like certainty to what extent American participation in this trade will be carried; and calculating as they are the probability is they will engage in it when freights are high, and having plenty of other business on hand, draw out of it when they are low. At all events what British ships continue in the trade will have fewer return cargoes than ever. This is one item. To look a little farther we shall see that an American vessel under the new system, can take a load consisting of fish and lumber from Nova Scotia or New Brunswick, flour, provisions, and notions from their own ports, go to the British West Indies, or the Spanish main, and after trafficking away their cargoes, take

in a load of sugar or other produce for England.—This is something more than the triangular voyage they so strenuously but unsuccessfully contended for in the days of Huskisson and Canning. And where is the equivalent? Can a British ship go to New Orleans, take in a freight of sugar, and carry it to New York to sell? Certainly not. By knowledge of the state of trade throughout the British possessions in other parts of the world is not sufficient

freedom of intercourse with them; but judging from their well known perseverence and ingenuity in availing themselves of any change that offers, they will not be slow in making the most of it. But this is not all. Notwithstanding that both parties act as if by mutual consent, ostensibly keep their commerce trade to themselves, yet the Americans have in reality obtained something very like it, not indeed as regards the United Kingdom, but the Colonial portions; for under what character can be classed such a voyage as the following, that is to say, an American vessel loading at one of their own ports, proceeding thence to a port in New Brunswick, thence to Halifax, thence to Quebec, diverging if they choose to Newfoundland, taking in a load of timber and proceeding to England; this can be done under the new arrangement, and a similar voyage can be carried on in the West India trade and the Eastern possessions, to the great annoyance and mortification of the Wooden and Freighters, and the detriment of British shipping interests.—(*To be Continued.*)

A COLONIST.

(FOR THE CHRONICLE.)

MR. EDITOR,—Will you permit me, through your columns, to beg of the Rev. Mr. Wishart, that instead of giving us his fanciful yet daring arguments on what the Fourth Commandment in the Decalogue is not, he should explain to us what, according to his hidden and spiritual theory, it actually is. This would, it appears to me, much shorten his task, and save the public from the perusal of much unmeaning and useless verbiage.

And if Mr. Wishart should deign to notice so humble a scribbler as myself, he might tell us how it happens that when it suits his purpose he can quote and draw support of scripture in its plain literal and grammatical sense, like a very schoolboy, while at the same time he endeavours to impose upon us as a fact that the plainest and least problematical portions of it are to be understood spiritually—that is to say in a way only understood by himself and a few others, peculiarly sensitive in divine things.

I should be sorry in this stage of the proceedings to pronounce a definite judgment on Mr. Wishart's theory, but cannot help saying that till now he proves only one thing fully, and that is, that incapable of making himself conspicuous in the ordinary and long established interpretation of the word of God, he seems determined not to pass through life without being remarkable in some way or other. It is methinks, however, a painful ambition that which prompts men to stray from paths long trodden by the high and mighty saints of former ages, into bye-paths, tangled with briars and thorns, rather than be altogether unnoticed by the world.

I am, Mr. Editor,
Your obd't servant,
LYNX.

(FOR THE CHRONICLE.)

MR. EDITOR,—Having been much annoyed by rats, I lately purchased a quantity of "*Sharp's Exterminator*," and after a few trials, I have succeeded in ridding the premises occupied by me of these ruinous and destructive vermin. I have not the slightest interest of my own to advance by giving publicity to this communication, and only do it in the hope that others may adopt the same effective means which I have done, in order that they may be gratified by the same result, wherever annoyance and loss of property are felt from the depredation of the rat.

Yours, &c.
ROBERT GODFREY.

TORYBURN, Feb. 12.

The Chronicle.

SAINT JOHN, February 13, 1852.

RAILWAY PROSPECTS.

Most of our readers that have travelled by water, have observed on the sea coast the operation of a *Revolving Light*. For a short time the anxious mariner is cheered and guided by its brilliant rays—then, for a brief period the luminary is extinguished, and all is gloom; and ever and anon, by the effect of some simple machinery, he has at stated intervals, alternate light and darkness. Thus with our Railway prospects. For example, an act of Assembly is passed, investing several very respectable men who are named therein, with the authority, not the ability however, to raise a million and over, of pounds currency, and to expend the same in the construction of a railway. The work is absolutely done—in anticipation. The railway bill, or *pill*, is a luscious morsel and swallowed with a genuine smack of the purest gusto. To crown the whole, English and Yankee speculators, make liberal offers to take the entire weight and responsibility of the undertaking upon their own shoulders, merely out of disinterested and paternal regard for the welfare of us poor, benighted colonists! The light now shines brilliantly.

It is soon ascertained however, that legislation cannot confer capital, neither can a law create it, since if it could, as a modern essayist well observes, "there would be no necessity for any other labor "than that of legislation; and in order to grow "rich, a nation would have nothing to do but meet "in public assembly, and spend its whole time in "making and hearing speeches, and enacting laws. "I believe, however, that this mode of growing "rich, has never been found remarkably successful." Bye and bye, Jonathan expresses his inability to toe the mark, as money ranges for first rate paper from 2 to 24 per cent. a month, in the commercial cities of the Union, whilst old John Bull shrugs up his shoulders, buttons up the pockets of his "continuations," and ends by expressing a doubt of the good quality of mere personal securities. The light is no longer seen. In the former case, it was truly said—"now you see it," whilst in the present dilemma, it is "now you don't."

And thus, it is likely to be to the end of the chapter, unless some sound practical scheme is organized, offering the elements of tangible security. The light which momentarily shines in any other event, is a Will o' the Wisp, deceitful above all things—a mere Delusion.

The offer made by the British Government, either to indorse our paper, or advance the cash, as may best suit our interests, required for the construction of our Railways, must not be lost sight of.—We recur to it the more frequently, and ponder over it with the more seriousness, when taking a retrospective view of the Archibald pamphlet, which at length have terminated in the modest proposition of Evans & Co.?

With what degree of intensity the light will shine, it is hard to tell. The recent Canadian proposition will we trust result in securing a more perfect unanimity of sentiment between the governments of Canada, Nova Scotia, and New-Brunswick; and it is quite possible, that in the end, far greater advantage may be obtained by the partnership of the three Provinces, than could be hoped for, under the first arrangement.

Even a Railway—should the present proposition fail, having one of its termini at St. John, another at Quebec, and connected at the latter city with the west line of internal railways, now completed in the Province of Canada, is a magnificent project, presenting in one tangible substantial the main element—that of national importance—which is required as a condition precedent, to the grant of Imperial aid.

Should the two governments so deeply interested in this project, unite on some plan and conditions upon which it is to be constructed, and the British government be still willing to extend towards it the amount of pecuniary aid which will be necessarily required, in order that the work may progress with regularity and certainty, we shall then be far better off, than if Earl Grey had not been misunderstood, and former undertakings to which alleged assistance had been offered, had

Canadian Bonds, bearing 6 per cent. interest, have been recently sold in England at par. It is by no means probable that New-Brunswick securities—without the Imperial guarantee—would share a better fate. If even a *joint* project can be carried out and we accepting the terms of the British Government, we not only save 2½ per cent. on the interest, but secure for ourselves a large amount of permanent good feeling; and what is better, if we have become debtors to such a creditor, we endeavor for ourselves much valuable patronage, which it is out of the power, even if within the scope of inclination, for private creditors to afford.

We wait patiently for new developments, before we abandon the hope, that the *quality* of the aid we now require, will not, in due time, be extended towards us.

SUDDEN DEATH.—A colored woman, named Betsey Phillips was found dead, in one of the principal streets of Carleton, early yesterday morning. A Coroner's inquest was held soon afterwards, when it was ascertained that she had left a drum shop late the night before, in a state of intoxication, when it was supposed, that she had laid down in the place where she was found, became chilled, and died from that cause. A verdict was found accordingly.

New Music.—"The Emma Gallop" and "Colonel Lockyer's March," are two pieces of Music by N. Olivieri, Master of one of the Military Bands, a gentleman of rare musical talent, have just been published by H. M. Creighton, Stationer. The former piece is dedicated to Miss Emma Partelow—the latter to Colonel Lockyer, in congratulation on his promotion. Both are admirable effusions, and in the practised hand, capable of affording a large degree of admiration and pleasurable excitement.—Halifax Daily Sun.

(*From the Royal Gazette.*)

PROVINCIAL APPOINTMENTS.

HARRIS STILES, Esquire, to be a Commissioner under the Act 12 Vict. Cap. 19, for the County of Albert.

JOHN EMERSON, Esquire, to be a Commissioner under the Act 12 Vict. Cap. 4, for the County of Victoria. *By His Excellency's Command.*

J. R. PARTELOW.

Secretary's Office, 10th February, 1852.

GOVERNMENT NOTICE.

His Excellency the Lieutenant Governor, in Council, has been pleased to order, That the Postal arrangement made by the Postmaster General of this Province, with the Postmaster General of the United States, for a local rate of Postage of one penny currency, or two cents, on letters passing between the Frontier Town of Saint Stephen in this Province and Calais in the State of Maine, and also a like rate on letters passing between the Town of Saint Andrews in this Province and Robinston in the State of Maine, be carried into effect so far as relates to letters not exceeding half an ounce in weight posted at one of such Frontier Offices for delivery at the corresponding Frontier Town as above described—the payment of such Postage to be optional, and the Postage to be retained by the Country collecting it.

By His Excellency's Command.

J. R. PARTELOW.

Secretary's Office, 10th February, 1852.

PROVINCIAL APPOINTMENTS.

February 21, 1852.

His Excellency the Chancellor has been pleased to appoint THOMAS S. SAYRE, ALBERT J. SMITH, and SAMUEL G. MOSES, Esquires, to be Masters Extraordinary in Chancery.

D. LUDLOW ROBINSON, Recr.

January 30, 1852.

His Excellency the Chancellor has been pleased to appoint MARTIN B. PALMER, Esquire, to be a Master Extraordinary in Chancery.

D. LUDLOW ROBINSON, Recr.

SUPREME COURT—HILARY TERM, 15 Vict, 1852.

Arrangements for the Sittings and Circuits for the year 1852.

The Hon. the Chief Justice, Sittings for	York, after Hilary,	Feb. 7th, 1852.
	Restigouche,	Aug. 31st.
	Gloucester,	Sept. 7th.
	Northumberland,	Sept. 11th.
The Hon. Mr. Justice PARKER,	King's,	July 13th.
	Victoria,	Sept. 21st.
	Carleton, (Autumn,)	Nov. 2nd.
The Hon. Mr. Justice SALLIER,	Sunbury,	Feb. 24th.
	Queens,	March 2nd.
	Charlotte, (Spring,)	April 27th.
	St. John, (Summer)	August 3rd.
The Hon. Mr. Justice WILMOT, Sittings for	York, after Trinity,	June 22nd.
	Albert,	July 20th.
	Westmorland,	July 27th.
	St. John, (Winter,)	Jan 12th, 1853.

SUPREME COURT—HILARY TERM, 15th Vict.

Ordered, that James Beaty and Michael S. Harris be appointed Commissioners for taking Bail and Affidavits in the County of Carleton, and that George Morehouse, Adam D. Allan, Lewis L. Wigan and Thomas Jones, be Commissioners for taking Affidavits in the County of York.

By the Court. W. CARMAN.

SUPREME COURT—HILARY TERM, 15, Vict.

DANIEL FERGUSON, Esquire, one of the Attorneys of this Honorable Court, is called to the Bar, and admitted, sworn and enrolled a Barrister.

JOHN GARDNER and ALEXANDER BELLEFEUILLE, Gentlemen, Students at Law, having produced the requisite Certificates, and having been examined as to their fitness and capacity, are admitted, sworn and enrolled Attorneys of this Honorable Court.

W. CARMAN.

(*By Telegraph to the News Room.*)

FREDERICTON, 12th Feb.—8 o'clock.

The House has just risen after a protracted and warm discussion, on the question of Salaries of Treasurer and Deputy Treasurer in the Bill for the Collecting and Protection of the Revenue.—Mr. Williston proposed that the Salaries of Deputy Treasurer should be £200. The Attorney General and others, strenuously opposed this. Messrs. Gray and Wilmot, moved £300.

Messrs. Lee, (North) Needham, Harding, Hatheway and others, spoke in favor of retaining the present salaries. On the division for £200.—Yeas—Mr. Johnston, Needham, Scoullar, Boyaird, Beckwith, English, Hayward, Cutler, Gilbert, Earle Harding, M'Phelim, Ryan, Lewis, Pickard, Stiles, Chapman, Fitzgerald, Huntington & McPherson, 20.

Nays—The Speaker, Gerrish, Partelow, Read, Johnston, (Saint John,) Williston, Gordon, Rice, Montgomery, Perkins, Wilmot, McLeod, Gray, Robinson, Porter, Thompson & Lee, 18. The House again divided on the Treasurer's Salary, which was fixed at £500 by a division of 20 to 13. Mr. Perkins proposed an amendment to the Civil Service Bill, which was taken, in which Mr. Partelow joined but without success. The Judges' Fees Bill will be taken up to-morrow.

Petitions from the Brewers against, and from Kent's and Queens's Counties in favour of the Temperance bill were presented.

In reply to a question the Attorney General said the Government had been sent home a copy of Judges Fees Bill.

It is rumoured that railway propositions and documents will be presented to-morrow.

☞ SLIGHT COLDS, if neglected, lead to Chronic Coughs and Consumption. These can speedily be removed by an agreeable compound, called, Hiles's Cod Liver Oil Candy, for sale at the Drug store of S. L. TILLEY, King street.