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What a strange procedure was that in a certain high place, to vote against the construction of a Rail Road from St. John to Shediac! I travelled with you from St. John to Moncton, and was struck with the beauty, and natural capabilities of the country. I travelled to Shediac and P. E. Island, and back again, through Dorchester, to Sackville—Who could look at the rivers and creeks—the rich alluvial soils—the mountains of iron—and abundant strata of coal, gypsum, &c. and not desire to have Rail Roads constructed, and every facility given to bring these invaluable gifts of God forth, for the use and service of his creature, man?—I hope the time is not far distant, when wiser councils will give every possible facility to form Rail Roads all over your extensive provinces. But I am leaving the spiritual for the temporal. Yet, I cannot feel indifferent about these things—for I can truly say, I wish to see the population, in every thing, prosper—in temporal as well as in spiritual things.

I rejoice to observe that your devoted and esteemed colporteur, brother Tabor is still so usefully engaged in the work of enlightening the population. How does the Union Society prosper? Do the brethren generally enroll themselves as members? They really should do so. I have just written so fully on this subject to the "Christian Messenger" that I do not like to trouble your columns at this time, in saying what I could wish in regard to it. What objects can be so important as those embraced by the Union Society? How small the amount solicited to prosecute those all-important objects!

You will see from your exchanges, that the work of conversion is going on in many of our churches. The interest seems to increase and extend—God grant it!

Your's affectionately,

JAMES FARQUHARSON,  
Agent, A. & F. B. S.

## NEWS BY THE ENGLISH MAIL.

(From the New-Brunswick.)

**Modification of the Navigation Laws—Great Victory in India—Important from Italy—Improving aspect of Commercial Affairs.**—&c. &c. &c.

The Royal Mail Steamer *Eurapa* arrived at Halifax yesterday morning, at 10½ o'clock, in less than 10 days from Liverpool, bringing 11 passengers for Halifax and 43 for New York.

The distance between Halifax and St. John was accomplished by the express in fifteen hours and twenty minutes running time!

Liverpool dates are to the seventh instant. The news will be found of the highest interest.

Parliament has adjourned until the 16th inst. for the Easter recess. The two main objects which have divided its attention have been the Navigation Bill, and the "Rate in Aid Bill" for Ireland, which latter has branched out into a general debate on the policy to be pursued towards that country. It will be seen that the Navigation Bill has undergone some important amendments.

The news from India is still of a warlike character, but more favourable for the British arms, which have once more been victorious in the Punjab.

**BUSINESS PROSPECTS.**—The Bank of England returns during the fortnight show the general business of the institution to be in a normal state. The bullion in the vaults is about £15,300,000. Money has somewhat increased in value; the lowest banks the best bills can be done at about 2½ per cent. The April dividends now due will probably keep it about the value. There is still an uneasy feeling respecting the threatened hostilities in the North of Europe; but if the Danish quarrel could be adjusted, nothing material would stand in the way of a permanent prosperity in commercial affairs. The Board of Trade returns, ending 5th March last, exhibit very satisfactory proofs of the commerce of the country having now returned to a prosperous condition. The exports of the two first months of 1849 show an improvement upon those of last year, which is satisfactory, as they were the two months preceding the French revolution.

**COMMERCIAL.**—Although matters on the continent of Europe are not yet satisfactorily adjusted, still commercial affairs continue in a satisfactory state. The money market continues well supplied with cash; but in the rate of discount there is not any change to report.

The Corn markets continue in the same state of depression as last noticed. Prices have again receded. At Liverpool the trade was dull, and on the 5th Flour was nominal at 22s. 6d. to 23s. 6d. per barrel—the latter only obtainable for the best brands of Ohio. Indian Corn 27s. to 28s. for white, and 29s. 6d. for prime yellow. Indian Corn Meal 12s. 6d. to 13s. 6d. per barrel.

A fair amount of business has been transacted in Iron since last steamer, at former rates.

## PARLIAMENTARY.

IMPORTANT AMENDMENTS IN THE NAVIGATION BILL.

The Navigation Bill before Parliament has undergone a very material change. The principle of "retaliating" upon those nations which would not concede those advantages to England which she freely accorded to them, has been disapproved of by Mr. Gladstone, who thought that this reserved right would involve the Government in perpetual disputes with foreign nations. He has accordingly brought forward a new scheme, by which he proposes to divide the law into two branches; the one to apply to the foreign trade, and the other to embrace the colonial and coasting trade; and to make the bargain with foreign countries "constitutional" upon their granting equivalent advantages to Great Britain. Mr. Labouchere, under the plea that the difficulties respecting carrying duty-paid tobacco, coastwise for instance, are found to be insuperable in practice, has withdrawn the whole of the clauses having reference to the coasting trade; and the Navigation Bill now stands in much the same position as it did last year as respects its actual provisions, but with a reduced majority in its favour in the House of Commons. The Bill has gone through the Committee, and the third reading is fixed for an early day after the Easter recess, when another struggle will then take place.

HOUSE OF COMMONS, Wednesday, April 4.  
THE COLONIES.

Lord J. Russell moved that the House, on rising, should adjourn to Monday, the 16th of April.

Mr. Hume thought the House ought not to adjourn without considering the state of the colonies, in many of which contentions of a most unsatisfactory nature, and most discreditable to the Colonial Government, were now going on. He instanced, particularly, Jamaica, Canada, Demerara, and Ceylon; but said that in all the colonies there existed, more or less, causes of discontent against the mother country. He, therefore, moved that the adjournment should only be to the 14th instant.

Lord J. Russell defended the colonial administration at great length, calling the observations about Canada stale, as having been repeated for ten years, and unfounded, as Canada never was in a state of more peaceable and loyal content than at the present moment. He also alluded to the condition of forty-three colonies, maintaining that, generally speaking, they were peaceable and well affected, and that the exceptions were in those colonies only which had recently been deprived of the monopoly of the home markets for their produce.

The amendment was withdrawn, and the motion agreed to.

## IRELAND.

The intelligence from Ireland does not possess any new feature of importance. Distress continues to be severely felt among the peasantry, and the Galway *Mercury* contains some heart-rendering accounts of deaths from starvation.

## IMPORTANT FROM INDIA.

DEFEAT OF THE SIKH ARMY.

The mail of the 4th of March from Bombay brings intelligence from the theatre of war in the Punjab to the 21st of February, on which day a battle was fought by the united forces of Lord Gough and General Whish, which ended in the complete route of the Sikh army. Of this victory, however, no details have arrived by this mail, as the despatches of the Commander-in-Chief had not reached Bombay when the steamer left. We are enabled to state, however, that semi-official accounts leave no doubt as to the complete success of our arms.

On the 20th, the last preparations were made for the conflict; and on the 21st, Lord Gough attacked Shere Singh in his position near Goojerat, defeated him on all points, and routed the Sikh army. Shere Singh fled, leaving a great portion of his guns and his

ammunition, as well as his standing camp, in possession of the victors who were engaged in the pursuit of the dispersed Sikhs when the intelligence left.

The news of this victory reached Bombay by express late at night of the 3rd of March, and a royal salute was fired in its honour on the 4th, at one o'clock in the afternoon. The steamer started in the evening of the 4th for Suex.

The victory was announced in the following in the following proclamation:—

## "NOTIFICATION."

"FOREIGN DEPARTMENT."

CAMP, FEROFZORE, Feb. 23.

"The Governor-General has the gratification of intimating to the President in Council, and notifying for public information, that he has this day received a despatch from Major Makeson, C. B. agent to the Governor-General, with the Commander-in-Chief, on the 21st inst. attacked and routed the Sikh army in the neighbourhood of Goojerat.

"2. The enemy was beaten at every point, and retreated in disorder, leaving in the hands of the British troops, by whom he was pursued, a great portion of his artillery, ammunition, and the whole of his standing camp.

"3. The official despatches of his Excellency the Commander-in-Chief will be published as soon as they are received.

"4. The Governor-General directs that a salute of 21 guns shall be fired at every principal station of the army on the receipt of this notification.—By order of the Right Hon. the Governor-General of India.

H. M. ELLIOT,

Secretary to the Government of India,  
with the Governor-General.

## ITALY.

## Defeat and Abdication of Charles Albert!

The war so unwisely re-commenced by the King of Sardinia in Italy has terminated more speedily than could have been expected, and has proved, as was predicted, most disastrous to him. He has not only been beaten in the field, but has subsequently found it necessary to abdicate his throne in favor of his son and fly to France.

## LIVERPOOL-TIMBER MARKET, March 31.

Since our report of the 1st instant the arrivals from British America consist of only 2 vessels, 618 tons, against 5 vessels, 6225 tons last year. The demand from the country is still very limited.

**Pine Timber.**—Of St. John, one cargo of year's import, 18½ inches average, was sold in the yard at 18½d per foot, the buyers paying yarding expenses. One of last year, 17½d, and one of the year 1847, 19½ inches, at 19d per foot. Of Quebec six cargoes have been sold, viz:—three of the old cargoes, some years imported, at 14d to 14½d; and three of last year at 15d per foot.

**New Brunswick and Nova Scotia Fir Planks, &c.**—Of St. John Spruce two cargoes (a large proportion being 3-inch Battens) were sold at £7 7s. 6d. per standard; a cargo of good quality at £8 2s, and in small parcels from the yard, some middling, at £8 5s. to £8 10s. per standard. By auction at Birkenhead a cargo of Prince Ed. Island Spruce was sold at £7 to £7 10s. per standard.

**Railway Sleepers.**—Two parcels of Saint John have been sold at 3s. 3d. each for 9x10x5, and 3s. each for 9x9x4½.

## PROVINCIAL LEGISLATURE.

## RAILROAD BILL.

The Fredericton *Reporter* of Friday furnishes the following notice of its reception in the Legislative Council:—

"On the Bill being brought up to the Legislative Council yesterday, a long conversational debate took place under the following circumstances:—Hon. Mr. Botsford moved that it be read a first time, and on its title being read, he then moved the second reading, in order that the Council might take it up and discuss it on the third reading to-day. (Friday.) This motion was opposed strongly by hon. Mr. Simonds, who argued that a Bill of such a grave and important character should not be so briefly disposed of in its two first readings, and that it should at least stand over one day's consideration, agreeable to the rules of the House, prior to the second reading. Mr. Simonds then moved an amendment to the above effect, and was in turn met with the argument from Mr. Botsford, that this was a covert and unmanly way of getting rid of the Bill; in as much as the House must be prorogued—as report went—on Friday, and it would therefore, if subjected to all the forms required in point of time, throw the Bill back till Saturday, one day after the House would be prorogued. This, he

said, although a sidelong way of rejecting the Bill—a Bill of which he avowed himself the warm advocate—would nevertheless be well understood by the people, and visited with the odium which it deserved. To this Mr. Simonds replied, and he wished the Reporter to give his statement publicity—that he was in every way opposed to the Bill as a dreadful outrage upon the people; and that he would take every means in his power to defeat it.

"Several other hon. members here spoke, but as we mean to report the conversation, for such it was, nothing being before the House—in proper time, we forbear now adverting to their speeches. Mr. Botsford again complained that Mr. Simonds did not meet the Bill on the broad principle of opposition, and propose its postponement for three months; but Mr. Simonds proved inexorable in pushing his amendment, when their Honors divided, as follows:—Content—Hon. Mr. President, hon. Messrs. Hatch, Hill, Owen, Minchin, Peters, Simonds, Harrison, and Davidson, 9. Non-content—Hon. Messrs. Botsford, Shore, Robertson, Solicitor General, Johnston, and Hazen, 6. We should remark in addition, that three of the hon. gentlemen who voted in the minority, namely, Messrs. Kinnear, Robertson, and Shore, stated that their object in voting as they did, was not from any desire to sustain the Bill, being as yet partially ignorant of its provisions; but in order to give that time for its discussion, which it could not have by deferring its second reading till to-day."

The Bill for issuing £60,000 Provincial Paper, was rejected in the Council on Wednesday. On Tuesday, all the appropriations for the services of the Couriers, were also lost in the Council.—*Rep.*

## LEGISLATIVE COUNCIL CHAMBER.

Fredericton, Saturday, April 14, 1849.

This day at twelve o'clock His Excellency the Lieutenant Governor came in the usual state to the Council Chamber, and being seated on the Throne, commanded the attendance of the House of Assembly, who being come, His Excellency was pleased to close the Session with the following Speech:—

"Mr. President, and Honorable Gentlemen of the Legislative Council,

"Mr. Speaker, and Gentlemen of the House of Assembly;

"I close the present Session of the Legislature with the conviction that you have applied yourselves to the business of the Country in a spirit of earnest endeavour to do all in your power to promote the prosperity and happiness of our People.

"It is on Divine Providence we must rely for crowning these efforts with success; and I feel perfectly confident, that if we are blessed with an abundant Harvest, the Agriculture, Commerce, and Revenue of the Colony will spring up with renewed vigour."

"The liberal manner in which you have, by your Address to Her Most Gracious Majesty, met the views expressed by me with reference to Rail Roads, deserves acknowledgment on my part, and I hope will lead to practical results of the highest importance. The Acts relating to Railways, to the settlement of industrious Emigrants, the encouragement of Agriculture, and the improvement of the great River Saint John, are calculated to develop the resources of the Province.

"Of all the measures, however, which you have passed this Session, none will be in reality more beneficial to the Community, than those for the consolidation and amendment of the Law.

"It is of the utmost consequence that its provisions should be readily intelligible both to those who administer it as Magistrates and to those who are only bound by it as Subjects.

"Mr. Speaker, and Gentlemen of the House of Assembly;

"I thank you for the Supplies for the Public Service which you have granted.

"I trust that the Act for raising a Revenue may be found sufficient to attain its object without involving any objectionable principle, or imposing any restrictions unnecessarily oppressive on Trade.

"Mr. President, and Honorable Gentlemen of the Legislative Council,

"Mr. Speaker, and Gentlemen of the House of Assembly;

"I cannot suffer this Session to terminate without repeating my satisfaction at the readiness which you have shewn to meet the difficulties of the present time, so far as those difficulties admit of a Legislative remedy. It shall be my duty to see that the Acts which you have passed are properly carried out; and I trust, that, in returning home, you will impress upon your respective Constituencies, my disposition, and that of Her Majesty's Government, to do all that can be done to relieve any present embarrassment, and to administer the Laws in a spirit of considerate impartiality."

**DOINGS OF THE LEGISLATIVE COUNCIL.**—The Legislative Council, besides straggling the St. John and Shediac Railway Bill, have rejected Mr. R. D. Wilmot's Bill for the issuing of £60,000 of Treasury Notes, which was generally hailed as an excellent measure, and an assistance which the Country much requires at present, and also threw out the usual appropriations for the services of the Couriers in carrying the mails to towns and settlements off the established Post routes, which will be a great inconvenience to the inhabitants. Certainly these illiberal acts of the honorable house are not calculated to call forth the gratitude of the people of this Province, but rather to render them still more dissatisfied with that body as at present constituted, and to desire a change in some of its members.—*Observer.*