

Session; but their disunion caused dissension among other members, and destroyed the whole affair.

On Saturday evening, when the Speaker resumed the Chair, Mr. Brown moved, that the House should at an early day go into Committee of the whole on the State of the Province. Mr. Ritchie instantly gave notice, that on going into such Committee, he should move an Address to the Governor, setting forth that the Assembly had, by a large majority, sustained the principle of public works, and the construction of a Railway in the Province, but had been unable to agree on the application of that principle; and therefore praying His Excellency, at the close of the present session, to dissolve the House, in order that the feeling of the country might be fairly tested on the subject.

The two last resolutions relative to the Trunk Railway, it will be observed, passed unanimously. The Hon. Mr. Fisher jeeringly observing, that the Trunk line was "a vagary"—and "mere moonshine," so that the House would be quite safe in passing resolutions in favour of that!

The Delegation that proceeded to Fredericton, have addressed a requisition to the High Sheriff for a Public Meeting, in order that they may submit a report of their proceedings, when the public will have an opportunity of expressing their views on this all-important matter.

Moved by the Hon. the Attorney General—

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

To which Mr. Boyd moved as an amendment.

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

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

Nays—Hon. the Speaker, Partelow, Wilmot, Hannington, Messrs. Jordan, Ritchie, R. D. Wilmot, Woodward, Ansley, Jordan, S. Earle, Vail, Gilbert, J. Earle, Hayward, Miles, Taylor, Tibbits, Smith, Stevens, Wilson, Botsford, Landry, Wark, Street, Carman, Cranney, Read, Barberie, Montgomery—30. (Mr. End absent.) It was therefore decided in the negative.

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

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

Nays—Hon. Mr. Fisher, Messrs. Baillie, Taylor, Miles, J. Earle, Gilbert, Tibbits, Wark, Thompson, Boyd, Connell—11. (Mr. End absent.)

The principle of constructing a Railway being affirmed by a large majority, the Hon. Mr. Partelow then moved the following resolution:

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

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

**Resolved**, as the opinion of this Committee, that to encourage the internal improvements, and for the construction of public works in this Province, the sum of £— should be raised by the issue of Provincial Scrip, for the purpose of being appropriated towards the improvement of the navigation of the river Saint John, and in aid of individual enterprise in the construction of Rail-roads, in the ratio of £— to every £— that any Association or Company of persons may expend upon such object.

Upon the question of sustaining this amendment, the House divided as follows—

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

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

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

Yeas—Hon. Partelow, Hannington, Messrs. Stevens, S. Earle, Ansley, Barberie, Ritchie, R. D. Wilmot, Woodward, Jordan—10.

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

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

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

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

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

**Resolved**, As the opinion of this Committee, that the House should adopt so much of the Report of the Select Committee, as relates to the construction of the Railway from Saint John to Shediac.

Upon this amendment the following division took place—

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

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

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

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

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

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

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

Whereupon the following division took place—

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

Nays—Hon. Mr. Speaker, L. A. Wilmot, Partelow, Hannington, Messrs. Wilson, Ansley, Montgomery, Read, J. Earle, Stevens, Smith, Landry, Botsford, Vail, Jordan, Barberie, Ritchie, S. Earle, R. D. Wilmot, Miles, Gilbert, Carman, Cranney, End—24.

It was therefore decided in the negative.

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

**Resolved Unanimously**, As the opinion of this Committee, that the construction of a Trunk Line of Railway, from Halifax to Quebec, is of paramount importance for the consolidation of the Colonies, and further preservation of British interests on this continent.

The following resolution moved by the Hon. Attorney General, also passed unanimously—

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

**MECHANICS' INSTITUTE.**—Last evening, Mr. Doval delivered an excellent Lecture on *Marine Zoology*. He commenced with the lowest stage of animal existence, but his time did not permit him to bring forward more than two of the classes, which Naturalists have placed under the division *Radiata*—the *Porifera*, with their specimen, the *Sponge*, and the *Polypifera*, with their specimen, the *Coral*. These he illustrated much to the gratification of a large and attentive audience. He will resume this interesting subject on Monday the 9th of April.

Next Monday evening, Mr. Foulis will lecture on the *Constitution of Soils*, and will illustrate by experiment, at the close of the lecture, the method of analysing Soils, employing for that purpose the Oxy-Hydrogen light, with the additional object of exhibiting and explaining that light.—*Observer*.

Halifax has at least some hope from the British Government during the present year, as it is intended to expend about £30,000 on the works at the Citadel, in building a Military Prison on the site of the present Barracks Court, and at the Ordnance Wharf.—*Halifax Courier*.

**Monies credited**—Maxwell Ward 5s. on Vol. 2; Christopher Ward, do. do.; James Hastin, do. do.; Capt. J. Maxwell, do. do.; Capt. M. Cole, do. do.; Joseph Hamilton, do. do.; Caleb Read, do. do.; James Murphy, do. do.; Justice E. Wright, do. on Vol. 1; B. C. Chaloner, 10s. on Vol. 2.

#### MARRIED.

At Augusta, (Maine), on Sunday the 11th inst., by the Rev. Mr. Judd, Mr. S. C. Holman, of Boston, to Sarah Elizabeth, daughter of the late J. D. Emery, Esq., of Augusta.

In Portland, last evening, by the Rev. A. McDonald, Mr. William A. Mahan, to Miss Lucilla Wetherby, both of Portland.

#### DIED.

On Wednesday morning, after a long and tedious illness, which he bore with pious resignation to the Divine Will, Mr. James Brown, aged 44 years, leaving four children to mourn their loss.

On Sunday morning, after a tedious illness which he bore with Christian fortitude, Mr. John Mahony, aged 45 years, a native of the parish of Immegeley, County Cork, Ireland, much and deservedly respected by all who knew him.

At Indian-town, on Tuesday Evening, aged 30 years, Margaret Ann, wife of Mr. John Curry, leaving four children bereaved of their affectionate care. Her end was peace.

On Sunday morning last, Joseph Michael, infant son of Capt. Wm. Wiseman, of the Ship *Queen Pomare*, aged 3 months and 3 days.

At the Alms House, in the Parish of St. Andrews, on the evening of the 21st inst., after a few days' illness, Margaret Eliza, infant daughter of Mr. William Craig.

At South Bay, Parish of Lancaster, County of St. John, after a lingering sickness, of consumption, Elizabeth Boggs, in the 23d year of her age, in sure and certain hope of a blessed immortality beyond the grave.

At his residence, on Dorchester Island, on Thursday evening last, in the 86th year of his age, JAMES SAYRE, Esquire.—Mr. S. was one of that noble band of Loyalists who came to this Province in 1783,—was a Magistrate for over half a century; thirty years sub-Collector for the Port of Dorchester; for many years High Sheriff of the County of Westmorland; and has now gone to the grave full of years, trusting alone on the merits of his Redeemer. He was respected and beloved in life, and sincerely regretted in death by all who had the pleasure of his acquaintance.

At his residence in Kingston, King's County, on the 20th inst., Mr. William Bisset, aged 79 years, one of the first settlers of this Province.

At his residence, Norton, King's County, on Wednesday the 21st inst., Mr. Hubert Augustus Seely, aged 32 years, leaving a wife and four children, with a large circle of relatives and friends to mourn their irreparable loss.

At the Clifton Hotwells, Bristol, (Eng.) on the evening of the 5th March, Mr. GEORGE BLOOD, aged 26 years, of this City. The deceased was a young man of very promising talents, destined to render him eminent in literary pursuits, to which, from his youth, he had devoted the greater portion of his time and attention. For some months past, his health had been gradually declining, and he left St. John last January, for England, with the intention of proceeding from thence to Madeira; but on reaching England, his health grew so much worse, that he was unable to proceed farther, and he sought for relief at the celebrated Hotwells of Bristol; where he died. His relatives, and personal friends, in this Province, and in the United States, will deeply lament the early death of one, whose amiable manners and disposition rendered him beloved and respected by them. His remains were interred at the Brisington Cemetery, on the 8th instant.

At St. Stephens, Charlotte County, on the 10th instant, Beverly R. Watson, aged 12 years, only son of Robert Watson, Esq., and grandson of the Rev. Dr. Thomson, Rector of that Parish.

At Fredericton, on Wednesday morning, Sarah A., wife of Mr. John Blair, in the 21st year of her age.

#### PORT OF SAINT JOHN.

##### ARRIVED.

Saturday—Steamer Admiral, Hutchins, Boston—W. H. Clisholm, passengers and merchandise.

Sunday—Brigt. Pagenant, Durkie, New York, 4—flour, &c. Exile, Saunders, New York, 7—H. Gilbert, wheat, &c.

Monday—Brigt. Bream, Joslin, Cienfuegos, 31—J. & T. Robinson, molasses.

##### CLEARED.

March 21st—Barque Ann, Scott, Liverpool, sleepers, deals and palings—G. & J. Salter.

22nd—Barque Sarah, Cook, Liverpool, deals, &c.—John Mackay; Jessie, Irvine, Greenock, deals, &c.—John Wishart; brig Cuba, Kavanagh, Boston, salt—Joseph Fairweather; Lady Maxwell, Flint, Philadelphia, lumber—Charles McLauchlan.

24th—Schr. Olivia, Sharp, Boston, spars; Mary H. Case, Spates, Eastport, ballast.

27th—Ship Independent, Atkins, Bristol, timber & deals—S. Wiggins & Son; Schr. Brothers, Fitzgerald, Boston, salt; J. Fairweather.

Schr. Lena, of this port, Fields, master, (from St. John's, N. F.) laden with fish, bound to Barbados, put into St. Thomas for a supply of water, after being 40 days at sea, on the 28th ult. On the 31st, when beating up for Barbados, she sprung a leak, and the water increased so rapidly, that the Captain was obliged to run her ashore on the S. W. part of the Island of St. John's, (one of the Virgins). Crew saved—vessel and cargo a total loss.—Vessel insured in New York.

The ship Alphonso, from Hamburg, with a cargo of dry goods, bound to Campeachy, was lost on the Alacranes a few days before the steamer Forth, and melancholy to relate, the captain, his wife, and every soul on board perished.

Arrived at New York 15th inst., ship Cambria, Hall, of this port, from Liverpool, via, Londonderry.—At Alexandria, 12th, brig Emily, Kinney, Halifax.—At Apalachicola, 5th, ship John Fielden, Strang, Bristol; 8th, British American, Powell, Mobile.—Loading, ship Commodore, Pritchard, Glasgow; bark Susan, Cronk, Antwerp.

Cleared at Mobile, March 1st, bark Ann Hall, Fern, Liverpool; 6th, Perseverance, Robinson, Greenock.—At New Orleans, 8th, ship Themis; Leighion, Liverpool.—At Charleston, 12th, Albion, Willie, do.—At New York, 16th, brig Pagenant, Dakin, St. John; 17th, Exile, Saunders, do.; 19th, Ellis, Calif, and Wanderer, Davison, do.; 23rd, ship Cambria, Hall, Baltimore.—At Boston, 19th, schr. Joseph Howe, Scott, St. John, via Philadelphia; 20th, Eliza Jane, McLean, St. John.—At Apalachicola, 7th, ship Alceste, Cann, Liverpool.

Spoken, March 13th, lat. 39, lon. 61, by brig Ben. Carter, at Boston, schr. Clarinda, of Miramichi, N. B., 90 days from St. John's, N. F., for Philadelphia, entirely out of provisions, water, and wood; was supplied by the brig.

Spoken, 26th ult., off Havana, (by the Elizabeth, at Boston), British ship Swan, from New Orleans for Liverpool.

Arrivals from St. John.—Feb. 23d—Java, at Londonderry; March 6th, Falcon, at Bristol.

Vessels sailed for St. John.—Feb. 21st.—Nile, from Belfast; 25th—William Carson, from Liverpool; 26th—Signet, from Alcoa; 27th—Joanna, do.; March 1st—Corinthian, from Hull; William Dawson, from Alcoa; 2d, Victory, from Harlepool; Exporter, from Leith; 8th—Sovereign, from Hull.

Loading at Liverpool, March 10th—Harriet, Portland, Sophia, and Infanta, for St. John; Devon, Elizabeth Bentley and Yeoman, for Staten Island and Saint John.—At London, barque Lisbon, for St. John.—In the Clyde, Petrusian, Hibernian, and Ant, for do.

Arrived in the Clyde, Feb. 24th, ship Queen Pomare, from Savannah.—At Liverpool, March 2d, Thomas, do.; 5th, Harmony, New Orleans; 6th, Pearl, Savannah; 7th, Samuel, do.; Unicorn, New Orleans.

Off Ramsgate, March 8th, Corinthian, from Hull, for St. John.—At Deal, 6th, Glasgow, from London, for do.

Sailed from Ardrossan, Feb. 24th, Palendar, for Boston.—From Deal, March 1st, Progress, New Orleans.—From Liverpool, Feb. 25th, John S. DeWolfe, New York; Belmont, Philadelphia; March 6th, Great Britain, Staten Island; Marham, Virginia; March 9, Charles Chaloner, New Orleans.—From Cork, Feb. 28th, New Zealand, for New York.

The barque Plymouth, Parry, from Liverpool for Halifax, which was abandoned West of Tuskar, 28th Feb., after being in contact, foundered on the following day—crew saved.

#### NOTICE TO THE PUBLIC.

THE Lords Commissioners of Her Majesty's Treasury having been pleased to issue a Warrant, dated the 8th March, authorizing a reduction in the rates of Postage on Letters transmitted direct by *British Packets* between the United Kingdom and any part of British North America, under which Warrant, on and after the 15th April next, Letters forwarded from the United Kingdom to New Brunswick, and *vice versa*, will be chargeable with a uniform rate of 11d. sterling, when not exceeding half an ounce in weight; a Letter weighing above half an ounce, and not exceeding one ounce, will be liable to 1s. 11d. or two rates, and so on according to the scale at present in operation. The payment of this Postage will remain optional with the sender.

By command of His Lordship the Post-Master General.

J. HOWE,

Deputy Post Master General.

General Post Office,  
St. John, 27th March, 1849.

1849,

#### Spring Fashion of HATS

Height of Crown, 7 1-4 inch.  
Bell at Sides, 5-16 inch.  
Bell Front and rear, 3-16 inch.  
Breadth of Brim, 1 3-4 inch.  
Slope of Brim at Sides, 1-8 inch.  
Curve of Brim, 3-8 inch.  
Oval of the top of the Crown, 11-16 inch.

THE Subscribers having received per "Admiral" their Spring Style of HAT BLOCKS, are now manufacturing Fashionable HATS of all kinds and qualities.

As they anticipate increased sales under the new Tariff, they are prepared to sell at still further REDUCED PRICES, and would therefore respectfully invite the public to call and examine before they purchase elsewhere.

Parties leaving their orders can be furnished with HATS, varying from the Fashion to suit their fancy.

A supply of Cloth and Glazed CAPS shortly expected, which, with those manufactured by themselves, will make a complete assortment.

Old Hats repaired.

Terms—CASH.

C. D. EVERETT & SON.

March 28.—w.

#### NOTICE.

IN closing up the affairs of the *Christian Visitor* with the former Publisher, although he had assumed all the risk of collecting, yet lest any reflection should be cast upon the Paper, or upon the Denomination on account of it, the Editor settled up and paid in full for every one who had ever received it, and received the Books and Accounts in return from Mr. DAY. All dues, therefore, on the 1st Volume, as well as on this, will be paid to the Editor of this Paper. We hope those in arrears for the 1st Volume will not defer payment, as we are much in need of what we have paid in their behalf.

Mr. CAMERON, the Publisher, is authorised to give receipts for the Editor, to those who may call at the office in the absence of the Editor. Monies sent by letter will be duly acknowledged.

All communications should be directed to the Editor, whether pertaining to the matter or business of the Paper, and

All communications should be *Post Paid*, if sent by mail.

March 9.

#### PANTECHNETHECA.

##### Ninety Days Sale,

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