…of the benefit of his counsels. He …ed in repudiating the tone of the pub… reference to France. The noble … or rather apologised for, his colo… New Zealand.

…am said he entirely agreed with … from the Earl of Derby and … the tone of the press of this coun… the internal affairs of France … racter and the conduct of the Prince … The noble lord denounced in strong …ages against the security of human …g place in the north of Ireland, …d must be put down at all hazards. … of Harrowby stated his impression …blic press had faithfully expressed the …he country with reference to French …d, as an individual peer, he could not … opportunity of saying that the newspa… a perfect right to discuss openly and …y the political and social condition of …earest neighbours, as they did the state of …ria, Russia, or any other continental power. …he Earl of Malmesbury closed the debate by adopting the same views on that subject as had been expressed by the Earl of Derby.

Thursday, Feb. 5.—The Marquis of Westmeath communicated to the house her Majesty's reply to the address.

The Duke of Wellington took that opportunity to express his approval of Sir Harry Smith's conduct while in command at the Cape. The only error in the operations against the Kaffirs was, in his opinion, the omission on the part of the general to open roads through the woods which formed the fastnesses of the barbarian enemy. That must be now done; but it will require time.

The Lord Chancellor laid on the table the Common Law Procedure Amendment Bill, which he described as a measure which would dispense with or simplify all the forms and steps used at present, which would shorten the proceedings, and prevent the delays arising from the technicalities of the law. The bill would lead in a great measure to the diminution of fees. The bill was read a first time.

HOUSE OF COMMONS, Feb. 3.

The address was moved by Sir R. Bulkeley, who, in a plain, sensible, and straightforward speech, which was well listened to, touched upon the several topics adverted to by her Majesty, dwelling with more particular emphasis upon the suggestion for the amendment of the representation, and upon the state of Ireland.—Mr. B. Carter, in seconding the motion, pursued a similar course, entering more fully into details.

Sir B. Hall, without offering any opposition to the address, adverting to the first paragraph of the speech from the throne, and to the change which had taken place in the department of the government charged with the administration of our foreign policy, asked Lord John Russell to give the house and the country some explanation of what had led to this change.

Lord J. Russell said he could not refuse to answer the question, but he could not do so without entering at some length into details. After a frank acknowledgment of the energy, the ability, and the knowledge of the interests of the country in all parts of the world, which were the pre-eminent qualifications of Lord Palmerston, he proceeded to state the causes which, he said, had rendered it impossible for him, deeply as he regretted it, to act any longer with his noble friend. After explaining the relations betwixt the Secretary of State for Foreign Affairs and the crown, and the duties of the prime minister, he stated a declaration he had made at a meeting of the cabinet in November last, with reference to our foreign policy. Shortly after this Lord Palmerston had received a certain deputation of delegates at the Foreign-office in a manner in which he (Lord John Russell) thought his noble friend had not exercised due caution; but he gave him the credit of supposing that it was through an oversight. The next and most important transaction related to the events which had taken place on the second day of December in France. The instructions conveyed to our ambassador from the Queen's government were to abstain from all interference in the internal affairs of that country. Being informed of an alleged conversation between Lord Palmerston and the French ambassador repugnant to these instructions, he (Lord John) had written to that noble lord; but his inquiries had for some days met with a disdainful silence, Lord Palmerston having meanwhile, without the knowledge of his colleagues, written a despatch containing instructions to Lord Normanby, in which he, however, evaded the question, whether he had approved the act of the President. That noble lord's course of proceeding in this matter he considered to be putting himself in the place of the crown, and passing by the crown, while he gave the moral approbation of England to the acts of the President of the Republic of France, in direct opposition to the policy which the government had hitherto pursued. Under these circumstances, he (Lord John Russell) had no alternative but to declare that while he was prime minister Lord Palmerston could not hold the seals of office; and he had assumed the sole and entire responsibility of advising the crown to require the resignation of his noble friend, who, though he had forgotten and neglected what was due to the crown and his colleagues, had not, he was convinced, intended any personal disrespect. Lord John deprecated in very earnest terms all harsh criticism upon the conduct of the ruler of France, who, he believed, was desirous of being on terms of amity with us, and distinguished between extending to foreign exiles our ancient hospitality and indulging in intemperate judgment on the policy of other nations.

Lord Palmerston felt that, after what had fallen, some observations from him was necessary. He would not have it go out to the country that he had abandoned the principles of a life in favour of military despotism. He concurred in the definitions of the duties of a Secretary of State as they were laid down by Lord John Russell, but believed he had in no way departed from their spirit. The practice of the Foreign-office, as sought to be defined by Lord John Russell, was no new one; for despatches and notes had never been sent without the prime minister's sanction. Referring to the incident of the deputation, he said that he had thought it his duty to receive it; but had scarcely thought his answer would have been made a matter of public importance. There was nothing in that answer which he had not said in his place in that house; and though he had regretted expressions in the address in question, he did not think there was anything in that affair to impair our foreign relations. Adverting to the incidents of the *coup d'etat*, he said that he had, in conversation with the French ambassador, uttered precisely the sentiments which appeared in the despatch Lord John Russell had read. But when Lord Normanby applied for instructions, there could be, of course, but one answer consistently with our habitual policy. Lord Normanby thought it necessary to communicate this to the French minister. The latter said that, two days before, he had received a communication, which he described, however, in highly-coloured words. Lord John Russell had written for explanation; and he (Lord Palmerston) had, being much pressed by business, delayed his reply until he could write fully. He then did write, and said that his opinion was, that the antagonism which had arisen between the President and the Assembly had made it impossible both could exist together. He had replied to Lord John Russell's letter that there was a distinction between official despatches and non-official communications; that he had said nothing to Count Walewski which could fetter the Government; and that if a foreign Secretary were …bidden to talk frankly to a foreign ambassador, …e would be an end of all that easy diplomatic …unication which tended most of all to pre… the peace of nations. Upon this, Lord …gnified that he, Lord Palmerston, ought …n. He conceived his own doctrine right, …d John Russell's to be wrong. But, he …hat his opinion was expressed on the 3d …ber; and the same evening, under the …oof, Lord John Russell expressed his … to the same individual; and, judging by …d fallen from Lord John Russell that … was probable that his opinion was the … Lord Palmerston's. On the following …ch of the other ministers seemed to …d an opinion upon the very subject …erston was told he must not ex… So every minister, exce… Normanby he had given any instructions, or spoken in the name of England. He had done no such thing. Lord John Russell had therefore written to the Queen to remove him (Lord Palmerston) for doing precisely what every other member of the government had done. He proceeded to say that he fully concurred in the policy which Lord John Russell had declared should be ours, and that he had been proud to be, as Lord John had once described him, the minister not of France, or Russia, but of England. In doing his duty in that position, it was impossible he should always avoid giving offence; but he had succeeded in leaving the country at peace with other nations, and without even a subject of dispute with any of them. After naming various countries with which we had not long ago been upon less amicable terms than he had now left the nation, and referring to his success in suppressing the slave trade (upon the prospect of the speedy extinction of which he dilated with earnestness), he alluded to the state of feeling between ourselves and Austria; and, in accounting for it, reminded the house that for a long time there had been differences between the two governments on points of policy; but there was nothing in the fact which need prevent the two countries from co-operating on ordinary matters. The noble Lord concluded by saying that, in leaving office, he left the foreign relations of England in a satisfactory condition, and her character and honour unsullied.

The Courier.

SATURDAY, FEBRUARY 28, 1852.

The Steamship *Cambria* with the English Mail of the 7th February, arrived at Halifax last Saturday afternoon, after a passage of fourteen days from Liverpool. The Mail for this City was received on Monday, by express.

Parliament was opened by Her Majesty in person on the 3d inst.—The Speech delivered on the occasion, with the explanations of Lord John Russell and Lord Palmerston, relative to the resignation of the latter of the office of Secretary of State for Foreign Affairs, will be found in preceding columns.

In the state of Trade in the manufacturing districts and in business generally there was but little change.

There is at present in the Bank of England nearly eighteen millions of bullion, while the general rate of interest may be taken at from two and a half to three per cent.

The English Stock markets exhibit a general tone of improvement. Prices are in all cases firm and better, and the tendency is still upwards, whilst business is transacted upon an increased scale.

The English funded securities advanced one-eighth per cent. in value on the 6th, and the rise was very generally supported.

We have received several circulars, containing reviews of the Timber trade in Liverpool for the past year, which shew a large increase in the quantity imported, the tonnage employed in the trade amounting to 268,860 tons, against 221,499 tons in 1850, or an increase of 47,461 tons of shipping. This large import has only been exceeded on one occasion from the Colonies, (in 1847,) and then only by the trifling amount of 3401 tons. The import from the Baltic has been more on two previous occasions, to the extent of 700 tons, but the import last year, exceeded that of 1850 by 14,794 tons.

A Liverpool firm largely engaged in the trade, write to a correspondent in this City, under date of 7th Feb., as follows:—

"We have now to enclose for your Government our annual timber circular, exhibiting a largely increased consumption, especially of Spruce Deals; and notwithstanding the largeness of the import generally, leaving us without what may be considered an excessive stock in any one article of importance; and, on the whole, it is gratifying to think that the timber trade from the Colonies has last year been an exception in its results to those of almost any other article of import—the losses on cotton, sugar, tea, molasses, breadstuffs, &c. having been extremely ruinous, induced, probably, by the cheapness of money leading to excessive imports—certainly not traceable to limited consumption, for in all it has been unprecedented. The same predisposing cause now exists; and looking to the prospects of continued increase in the product of gold, we apprehend will lead to a repetition of the same game, and probably to the same disastrous results. It will be well, but hardly to be expected, that Timber and Deals will again form the exception; but notwithstanding we see the elements of great consumption in operation, we dread the consequences of the extensive production, especially of Deals, with you; and if, as too probable, the rates of freight continue low, we look to such an excess in importation as must necessarily deluge our markets, and would recommend to you, and our friends generally, if you see heavy shipments coming forward, to exercise extreme caution in your operations; whilst, on the other hand, if either your production is small, or your shipments, from any cause, are limited, prices here will doubtless rule high, and at 27s. 6d. or 30s. currency for Logs, would leave a fair margin for profit. St. John Yellow Pine, owing to the continued strike of the machinists, is difficult of sale; one cargo has gone into the yard, and another, the "Yeoman's," is now going—1d. per inch not being obtainable from any approved buyer, and less would entail a loss, at the high rates recently paid with you.

"New ships continue to move off slowly; and this is not to be wondered at, when we consider the prospects for their employment. Fewer ought to be built with you, and that few ought to be confined to those which will now class seven years, with which spruce four year ships cannot possibly compete. The last sale we have heard of is that of the *Indian Ocean*, about 1000 tons, built at Miramichi, classing six if not seven years, at £6 2s. per ton."

Fatal Disaster.—A most awful disaster had taken place at Holmsfirth, in Yorkshire, by the bursting of a reservoir. Some sixty to a hundred persons had lost their lives, and damage to a great extent had been done to the factories in the neighbourhood. The late heavy flood is the cause assigned for the calamity.

Ireland.—The special Commission at Monaghan proved an abortion—no capital convictions taking place, as the juries were unable to agree.

A movement in favor of the liberation of the Irish exiles was going forward in the chief cities and towns in the south and west.

France.—Affairs in France continued quiet. The confiscation of the Orleans property had called forth an energetic protest from Louis Philippe's executors. The Abbe Le Cordiere and M. Saersdiere, two of the most popular French preachers, had received orders to leave France.

Paris letters state that spies are present at all social Festivals. The second court martial sitting at Lyons, had condemned a commercial traveller, M. Guilot, to two years imprisonment and a fine of ten thousand francs, for using abusive language towards the President of the Republic. The electoral law had been published, providing for suffrage indirect and universal.—The *Scrutin Secret.* Frenchmen aged 21, possessed of civil and political rights to be electors. All electors 25 years old, eligible to office—the number of Deputies to be 261. Algiers and the colonies not to have Deputies, and each department to have a Deputy for every thirty-five thousand electors.

Fresh arrests had been made in the department of the Mayenne, of persons connected with secret societies. Among them, an ex-commissary under the provisional government.

Italy.—The Pope had named a commission to inquire into the financial state of the country, and propose practical reforms, introducing the greatest possible economy in the public expenditures.

Spain.—Accounts from Madrid state that an attempt had been made on the life of the Queen of Spain. On the 2d inst., she took her first airing, and was on her way to the Church de Allocha, to be churched, when an assassin fired a pistol, the ball from which struck the Queen's shoulder. He was arrested. The last accounts state that her Majesty was improving.

Provincial Legislature.—On Thursday, the discussion … the Railway Resolutions … was com… introduc… … the … me…

"The Government will carry their Railroad scheme by a majority, but my faith is not strong that Earl Grey will give us the cash at all. The House is doing a slow business, and it is probable the members will not be relieved from attendance for a month yet."

The Road Committee have reported, and recommend the appropriation of £13,765 for Great Roads, and £5000 as special grants.

The Bye Road Grants are thus set down: County of York, £1350; Queen's, £1258; Gloucester, £958; Charlotte, £1486; King's, £1486; St. John, £1075; Sunbury, £760; Northumberland, £1419; Restigouche, £760; Westmorland, £1237; Kent, £922; Albert, £761; Victoria, £712; Carleton, £978—Total, £15,129.

We publish to-day the Act of Assembly, just passed, to authorise the erection of Public Landings and other extensive improvements at Reed's Point. It will be seen by our Legislative report, that a grant of £2000 in aid of the undertaking, has passed the House, in Committee of Supply, and if sustained in the Council, of which we entertain no doubt, these great works will be immediately commenced. The Bill was brought into the Assembly by Alderman Johnston, of Duke's Ward, to whose exertions, both in Common Council and in the House, the public are much indebted, for the success of this important scheme.—Mr. Johnston was ably supported in the Legislature by his colleagues from the City and County, as well as by our old and tried friend, the Provincial Secretary, who moved the grant of £2000 in Committee of Supply.

Trade for 1851.—The number of vessels that arrived at the Port of Saint John from other countries during last year was 1528,—282,566 tons. Of this number, 136 British vessels, 61,840 tons, and 7 Foreign vessels, 2273 tons, arrived from the United Kingdom. From the United States, 412 British vessels, 90,056 tons, and 193 Foreign vessels, 76,896 tons. From British North American Colonies, 737 vessels, 42,048 tons. The total number of vessels that arrived at this port and its out-bays during last year was 2253 vessels, 399,553 tons: as compared with the previous year, this amount shews an increase of 25,624 tons.

The number of vessels that cleared out at this port for other countries during last year was 1545, 324,821 tons. Of this number, 370 British vessels, 169,130 tons, and 70 Foreign vessels, 39,759 tons, cleared outwards with cargoes for the United Kingdom. For the United States, 223 British vessels, 23,329 tons, and 136 Foreign vessels, 41,015 tons. For the British North American Colonies, 695 vessels, 42,041 tons. The total number of vessels cleared outwards from this port and its out-bays during last year was 2257 vessels, 454,892 tons: as compared with the previous year this amount shews an increase of 61,267 tons.

We have been requested to publish the following sketch of the receipts and expenditure of the European and North American Railway Company. Circumstances prevent it from being precisely accurate, but we vouch for its general correctness.

The following was the heading of the Subscription List:—

"Whereas at a Convention lately held at Portland, in the State of Maine, for the purpose of devising means to insure the construction of a Railroad to extend from Portland aforesaid in a continuous land route through the Province of New-Brunswick, to a suitable point, or terminus, on the Eastern coast of the Province of Nova-Scotia, and to be called "The European and North American Railroad," John A. Poor, Esquire, of Portland; the Hon. Anson G. Chandler, of Calais; the Hon. Elijah L. Hamlin, of Bangor; the Hon. James B. Uniacke, of Halifax; Robert B. Dickie, Esquire, of Amherst; Robert Jardine, Esquire, of Saint John; and George Botsford, Esquire, of Fredericton; were appointed an Executive Committee to carry out the object of the said Convention, and to obtain a Charter, or concurrent Charters, from the Legislatures of Maine, New-Brunswick and Nova-Scotia, to Incorporate a Company, or Companies, for that purpose.

"Now, in consideration that the said Committee do take upon themselves the aforesaid duty, and procure, as aforesaid, a Charter, or concurrent Charters, we, the subscribers, do promise and agree, each one for himself, with the said Committee, that so soon as the said Charter, or concurrent Charters, is, or are obtained, to subscribe for, take, and pay up, Capital Stock in such Corporation, or Corporations, or one of them, to the number of Shares of one hundred dollars each, set opposite our respective names in this Book, the same to be paid in such manner as the Directors, to be appointed by the Shareholders, may direct, *Provided* the amount to be called for in any one year shall not exceed one third part of the amount subscribed; *Provided* also, that no person be made liable, in any way, for more than the amount of his individual subscription.

"And we also further agree, each for himself, to pay to the said Executive Committee, or some one of them, at the time of our subscribing this Book, the sum of one per cent. upon the amount of Stock so agreed to be taken by us, to meet any preliminary or other expenses that may be deemed necessary by the Committee, in obtaining the due Incorporation of the said Company, or Companies, and in otherwise forwarding the object of the Convention.

"*Saint John, N. B., August 20, 1850.*"

The first subscription was, in Saint John, over £40,000, and in Westmorland, said to be over £25,000.

The renewed subscriptions in September last, were £22,000 in Saint John, and £80,000 by Mr. Archibald—one per cent. of this, or £1200, was deposited in the Commercial Bank;—a quarter per cent. of the original subscriptions in Westmorland was deposited in the Commercial Bank, but none of the subscriptions were renewed.

The following have been the expenditures:—

	£	s.	d.
New-Brunswick's share for publishing the Report of the Convention at Portland, - - - - -	£75	0	0
A. C. Morton, C. E., Surveying Line from Calais to Halifax, and collecting Statistics, - - -	65	0	0
Expenses obtaining cessions of Lands for Railway from St. John to Bend,	80	0	0
Printing, Postages, &c. &c., -	50	0	0
	£270	0	0

Steam to Boston!—It will be seen by an advertisement in another column that communication by steam between this City and Boston will be resumed on the 9th prox., when the favorite Steamer *Maid of Erin*, will commence her trips for the season to Portland. This substantial and well-tried sea-boat has lately been furnished with a new boiler, and has had other improvements made upon her, which it is expected will increase her rate of speed considerably, and thus make her still more popular with the travelling public.

Mechanics' Institute.—On Monday evening last, Dr. Paterson delivered an interesting Lecture on Electricity, followed by a variety of pleasing experiments. Dr. P. will continue the subject next Monday evening.

Colonial Church and School Society.—We would direct attention to a notice in another column for a meeting of the members and friends of the St. John Auxiliary of this Society, which will take place in the Trinity Church Sunday School Room on Wednesday evening next at seven o'clock.

Mrs. French's School.—An examination of the young ladies attending the instructions of Mrs. French, was held at her School Room on Monday last. The Rev. Mr. Stewart, Assistant Commissary General Drake, Captain Beer, R. N., Messrs. A. Jack, W. J. Starr, Geo. N. Smith, together with quite a number of ladies, were present on the occasion.

The department of Geographical knowledge, illustrated by historical connexions, being that on which the young ladies were to be examined, the room was hung round with large Maps of the great divisions of the world, and with more detailed projections of the principal empires, kingdoms, and states. The pupils were divided into three classes, and, according to the old rule of *juniores priores*, the younger students first "took the floor." At the instance of the visitors, Mrs. French conducted the examination herself, and although it was long and arduous, she proved herself not only adequate, but admirably qualified, both physically and mentally, for the task. The readiness of the answers, and the accurate references to the Maps, proved how …lly the pupils had been instructed; and the … of history with reference to topo… …ed by the elder classes, was high… …th to the teacher and the taught, … to the parents and visitors …sting examination.

…igantic Panorama …nd other scenery …st evening at …'s City. The steamer going into Chagres Bay and River, and from that place the traveller is seen making his way across the Isthmus, partly by water, and partly by land, in many places crossing mountainous passes. The scenery in California is then beautifully delineated, and, as may be expected, is of a highly exciting nature. The whole terminates with a view of the *elephant*, which so many of our enterprizing neighbours are anxious to see. To those who feel inclined to move in that direction, this panorama must be well worth their attention, as from it they can obtain an excellent idea of the road and its difficulties. The painting is excellently executed.

Theatre.—On Tuesday evening last, the Amateurs belonging to the 72d Regiment gave their first performance in this City, on which occasion the Drama of *Rob Roy*, and the Farce of *Bombastes Furioso*, were played to an overflowing house. So great was the satisfaction expressed by those who witnessed the performances, and so anxious were numbers who could not gain admittance to have an opportunity of gratifying their curiosity, that the play was repeated last evening, and St. Stephen's Hall was again crowded. The acting throughout was highly creditable, and says much for the literary character of the men who are now doing military duty in the garrison.

Incendiarism.—Arthur Henry, a poor man residing in the Parish of Simonds, Black River Road, had his Barn with its contents, (4 tons of Hay, a horse and two cows,) consumed by fire on the night of 26th inst.,—the act of an incendiary, named Graham, a lunatic, who has been apprehended and confesses the crime.

We understand that Mr. Henry is in indigent circumstances, and has nine children, six of whom are now ill with measles, and that his case is one which well deserves the consideration of the benevolent.—Subscriptions in his behalf will be received at the Book Store connected with the Courier Office, or by the unfortunate man himself.

The following letter was received yesterday, by the Rev. I. E. Bill:—

Wilmot, N. S., Feb. 20, 1852.

Dear Sir,—I am sorry to inform you, that last night, about one o'clock, Dr. J. Woodbury's dwelling-house and barns, and all of the out-houses, were burnt to ashes, and nothing but their own lives saved. They escaped with only their night-clothes. There were fourteen head of cows and oxen, and two horses, two hogs, and a lot of sheep, burnt in the barns. They also lost between £60 and £70 in cash—saving only about £4 worth from one of the west rooms. I was down to see them, and it is a most dismal looking place; the bones of the cattle and two fine young horses lying just where they stood in the stable. Little Jessie, his daughter, got her feet frozen; she walked to Mr. Martin's, barefooted. Under the circumstances they were very fortunate to save their lives. There was no hired man or girl about the house at the time. His loss is not less than £800.

Those acquainted with this worthy man are desirous that aid may be immediately rendered, to assist him in building another house for his family. Rev. I. E. Bill will receive any contributions that may be offered in this behalf, and forward them. We hope a favorable response will be given by many to this call, which we are assured is a deserving one, as he has ever been a most hospitable man.—*Christian Visitor.*

PUBLIC MEETING OF THE INHABITANTS OF CARLETON.

A Public Meeting of the inhabitants of Carleton was held in the Temperance Hall, on Monday evening the 23d instant, in pursuance of a notice from the Aldermen of Guy's and Brook's Wards, at the request of the Committee for prosecuting the claims of Carleton, against the Mayor, Aldermen and Commonalty of the City of Saint John and others, in Chancery, and also, in accordance with a requisition of sundry inhabitants of Carleton.

William Olive, Esquire, was called to the Chair, and Mr. Joseph B. Whipple requested to act as Secretary.

The Report of the Prosecuting Committee was read, and on motion to that effect was received and approved of by the meeting, as also, the Treasurer's Account.

Joseph O. Dunham, Esquire, then read a proposition signed by W. H. Needham and J. O. Dunham, Esqrs., and Mr. Joseph Coram, members of a Committee of Common Council, and Wm. Wright, Esquire, Chairman of Trustees of Corporation property, (as a Corporation Creditor,) proposing that the West side shall assume £20,000 of the City debt, paying to the East side £100 per annum, being 5 per cent. interest on the above principal and an additional sum of £300 per annum, if required by the Corporation, the said £300, to form a sinking fund towards liquidating the said principal sum of £20,000.—The accounts to be kept as at present by the Chamberlain and the Rents collected by him.

A letter signed by Wm. Wright, Esq., dated February 6th, 1852, as published in the "New-Brunswicker" newspaper of February 7th, 1852, was read by Frederick Coster, Jr., Esq. The following Resolution was then moved by Alderman Dunham, and seconded by Rev. Frederick Coster—

Whereas, the Chancery suit between the inhabitants of Carleton and the Common Council and Trustees of Corporation property of the City of St. John, has been pending nearly seven years, and whereas, it would be highly desirable to effect such a compromise of this suit, as would secure to the Carleton people their chartered rights, enable them to obtain a considerable yearly revenue for public improvements, and at the same time benefit the whole City—and whereas, an overture of settlement of the suit has been made by a Committee of Common Council and Trustees dated 3d January, 1852, therefore,

Resolved, That the said proposition be in substance agreed to by this meeting, and that the Committee of the Chancery suit be authorised and requested to effect a compromise on the basis proposed, by the Committee of Common Council and Trustees.

The following amendment was moved by Oliver B. Cougle, Esq., and seconded by Mr. David L. Allen,—

Whereas, on hearing the Report of the prosecuting Committee in the Chancery suit between the inhabitants of Carleton, and the Common Council and Trustees of Corporation property of the City of St. John, and feeling gratified with the progress made by them, towards bringing the suit to a successful termination.

Resolved, That the Committee be requested to continue their exertions in bringing the suit to as speedy a conclusion as possible, consistently with a due regard to the interest of the Western side of the Harbour, at the same time authorising them to receive any proposal for a settlement that may come to them officially from the Mayor, Aldermen and Commonalty of the City and the Trustees of the Corporation property, or a committee acting under the authority, and if in their judgment they should deem it advisable to call a public meeting of the inhabitants for their approval of the same.

After a discussion by the movers and seconders of the original motion, and of the amendment, and hearing statements made by Messrs. Coram and Littlehale, members of the prosecuting Committee, the original motion was withdrawn, and the amendment passed unanimously.

On Motion, *Resolved*, That the proceedings of this meeting be published in one or more of the City Newspapers.

The Chairman having left the Chair, and Joseph O. Dunham, Esquire, having been called thereto, it was, on motion,

Resolved, That the thanks of this meeting be given to Wm Olive, Esq., for his able and impartial conduct in the Chair.

The meeting then adjourned.

JOSEPH B. WHIPPLE, *Secretary.*

Carleton, February 25th, 1852.

At a general public meeting of the inhabitants of the County of Victoria, held pursuant to a requisition addressed to the High Sheriff, for that purpose, at the Court House, Grand Falls, the 13th January, A. D. 1852:—

The High Sheriff was called to the Chair, and B. W. Hammond, Esq., chosen Secretary.

The following Resolutions were offered, and after undergoing full discussion, were unanimously adopted:

Moved by L. R. Coombes, Esquire, and seconded by Henry Baird, Esquire—

Whereas New-Brunswick is expected to make itself liable for a due proportion of the funds required to construct a Railroad from Halifax to Quebec; therefore,

Resolved, That in the opinion of this Meeting, previous to any negotiation being entered into, to obtain money for that purpose, the Legislature should determine the route for the proposed Railroad through this Province, as it too deeply affects the interests of the Province at large to be allowed to remain in doubt, or to be entrusted to the decision of a Commissioner.

Moved by A. W. Rainsford, Esquire, and seconded by B. Beveridge, Esquire—

Resolved, That this Meeting strongly deprecates the principle, that the Government of this Province should undertake the construction of the said Road, believing that a sum of money in their hands for this purpose, so vastly exceeding the annual Revenues of the Province, would endanger the civil rights and liberties of the subject.

Moved by B. Beveridge, Esquire, and seconded by L. R. Coombes, Esquire—

Resolved, That in the opinion of this Meeting, a Railroad from Halifax to Quebec, passing through the Valley of the St. John River, presents the only prospect of a remunerative route—is necessary for the improvement of this Province—and that no other route should be entertained by the Legislature.

Moved by W. M. Maclauchlan, Esquire, and seconded by C. A. Hammond, Esquire—

Resolved, That from the local knowledge possessed by this Meeting, no engineering difficulties exist between the Restook River and Grand Falls, nor within the limits of this County, of such a nature as to present any obstacles to the construction of a good and comparatively cheap line of Railroad.

Moved by Henry Baird, Esquire, and seconded by L. R. Coombes, Esquire—

Resolved, That copies of these Resolutions, signed by the Chairman and Secretary, be forwarded to the Representatives of this County, as expressive of the opinions of this Meeting; and that copies be also sent to the *Carleton Sentinel*, *Head Quarters*, and *Courier*, Newspapers, for publication.

On motion, the Chairman left the Chair, which was taken by Colonel Coombes, and the thanks of the Meeting tendered to the Chairman and Secretary for their able conduct while filling their offices.

F. C. BECKWITH, *Chairman.*

B. W. Hammond, *Sec'y.*

An Act to provide for the erecting and making certain Wharves and Improvements in the Harbour of Saint John.

Passed 18th February, 1852.

"Whereas the want of Piers, Slips and Wharves "for the accommodation of Sea-going Steamers resorting to the Harbour of Saint John is severely "felt, and is highly injurious to the trade of the City "of Saint John."

Be it therefore enacted by the Lieutenant Governor, Legislative Council and Assembly, as follows:—

1st. It shall and may be lawful for the Mayor, Aldermen and Commonalty of the City of Saint John, notwithstanding anything contained in an Act made and passed in the ninth year of Her present Majesty's reign, intituled "An Act relating to the Public "Debt of the City of Saint John," and notwithstanding any thing contained in an Act passed in the third year of Her present Majesty's reign, intituled "An Act to limit the extent and regulate the "Building of Wharves on the Eastern side of the "Harbour of Saint John," to contract and agree with able and sufficient workmen for the laying out, erecting and finishing on the lots and parcels of land, beach and flats hereinafter described at or near Reed's Point, in the City and Harbour of Saint John, such Slips, Piers, Wharves and Jetties as may seem to them most suitable and proper for the accommodation and safety of Steamers and other vessels resorting to the Harbour of Saint John, for such sums of money not exceeding Seven Thousand Five Hundred Pounds, and upon such a plan and of such construction as may be best adapted to the said object.

2d. All that certain lot, piece or parcel of land, beach and flats situate and being at Reed's Point, in the City of Saint John, and bounded and described as follows, that is to say, commencing at a point on the prolongation Westwardly of the Southern line of Maine Street, at the distance of eighty feet Eastward of where the same is intersected by the prolongation of the Eastern line of Prince William Street, thence Southwardly at right angles to Maine Street, one hundred feet, thence Westwardly parallel with the line of Maine Street, four hundred and eighty feet, thence Northwardly one hundred feet, to the prolongation of the said South line of Maine Street, thence Eastwardly to the place of beginning. And also all that other piece or parcel of land, beach and flats situate as aforesaid, and bounded and described as follows, viz: commencing at a point on the prolongation on the Northern line of Maine Street, at the distance of eighty feet Eastward of where the same is intersected by the prolongation of the Eastern line of Prince William Street, thence running Northwardly parallel with the line of Prince William Street, two hundred feet, or until it intersects the prolongation of the South line of Britain Street, thence crossing Britain Street, keeping the same course to the distance of twenty-five feet to the Northward of the Northern line thereof, thence Westwardly one hundred and fifty feet, or until it intersects the prolongation of the Western line of Prince William Street, thence Northwardly along the prolongation of the West line of Prince William Street to the intersection of the prolongation of the Northern line of Saint James' Street, thence Westwardly along the Northern prolongation of Saint James' Street, two hundred and ninety feet from the West line of Prince William Street, thence Southeastwardly in a direct line towards the Westernmost end of the first described piece of ground, two hundred and twenty feet, thence in a Southeastwardly direction three hundred and thirty feet or thereabouts, to a point one hundred feet Westward of the prolongation of the Northern line of Maine Street, where the same is intersected by the prolongation of the Western line of Prince William Street, thence Eastwardly along the prolongation of the Northern line of Maine Street, two hundred and forty feet or thereabouts, to the place of beginning, shall be and they are hereby declared to be vested in the Mayor, Aldermen and Commonalty of the City of Saint John, for the uses and purposes of this Act and none other.

3d. The said Mayor, Aldermen and Commonalty of the City of Saint John are hereby authorised and empowered, notwithstanding any thing in the said recited Acts contained, to borrow such sums of money as may be required for the erecting, constructing and completing the said works and improvements, not exceeding in the whole the sum of Seven Thousand Five Hundred Pounds, to be paid off and discharged in manner hereinafter provided.

4th. The said sum of Seven Thousand Five Hundred Pounds shall be taken in loans of not less than One Hundred Pounds, and that Debentures in the following form or to that effect shall be prepared and delivered to the persons from whom such loans shall be obtained, viz:—

"Number

City of Saint John. This certifies that "[money lender] hath lent to the Mayor, Aldermen "and Commonalty of the City of Saint John the sum "of One Hundred Pounds currency, which sum is "payable to him or his order together with interest, "at and after the rate of per cent. "per annum, pursuant to an Act of Assembly passed "in the fifteenth year of the reign of Her present "Majesty, intituled "An Act to provide for the "erecting and making certain Wharves and Im-"provements in the Harbour of Saint John. Dated "the day of A. D. 185

"By order of the Common Council (L. S.)

"C. D. Common Clerk. A. B. Mayor."

Which same Debentures shall be sealed with the Common Seal of the said Corporation, and signed by the Mayor and Common Clerk, and shall be consecutively numbered according to the times at which the same shall be issued, and a record of the same shall be entered by the Clerk in the Minutes of the said Corporation.

5th. The said Debentures so to be issued under the provisions of this Act shall be negotiable in the same manner as promissory notes, and the holders thereof shall be entitled to receive interest upon the same semi-annually, at a rate not exceeding six per cent., to be paid by the Chamberlain of the said City out of the funds hereinafter provided.

6th. All Rents, Wharfage, Slippage, Top Wharfage, Dockage, Cranage and issues and profits whatever arising from the said Wharves, Piers, Jetties, Slips and Docks, and other erections and improvements made, laid out or constructed under the provisions of this Act, or issuing out of or derived from the said beach and flats hereinbefore described or the appurtenances thereof, shall be receivable by and paid to the Chamberlain of the said City by the lessors thereof, or by any persons owing such rents, issues or profits of the said premises described in this Section, or by any Wharfinger or Collector of Wharfage, Slippage or Dockage, who may be appointed to receive the same; and the said Chamberlain shall keep a separate account of all sums of money so by him received, distinct from all other moneys in his hands as such Chamberlain, which account shall be by him exhibited and shewn to the holder of any Debenture issued under the provisions of this Act on reasonable demand for that purpose made.

7th. The Moneys so received by the said Chamberlain, shall be from time to time applied, after discharging the yearly interest due upon the said sums mentioned in the said Debentures, in paying off the said Debentures in due order according to their number, beginning with number one; and that the said Chamberlain, so often as he shall be desired by the Common Council, shall give one month's notice, by advertisement in one of the public Newspapers of the said City, for calling in such and so many of the said Debentures as the said Common Council may be prepared to pay off, specifying the number thereof, and the same shall pay off accordingly, and that from and after the expiration of the time appointed by the said notice, the interest on such Debentures shall cease.

8th. After the amount due upon the Debentures issued under this Act, and all interest due thereon, shall be fully paid and satisfied, all the net rents, issues, and profits arising from the said lands hereinbefore described, and all erections thereon, shall be applied in payment of the public debt of the said City of Saint John.

9th. The said land, beach, and flats hereinbefore described, with all wharves and erections to be built and placed thereon, and their appurtenances, shall be exempt from all taxes, rates, and assessments whatever, and shall not in Law or Equity be liable to or be levied upon or taken in execution and sold for the debts of the Mayor, Aldermen, and Commonalty of the City of Saint John, or any person whatever: Provided always, that nothing herein contained shall be held or taken to exempt the said lands and improvements thereon from any claims or lien in Equity or at Law which the holders of the said Debentures issued under this Act may have thereupon, until the payment of all moneys raised by virtue of this Act.

10th. All moneys loaned to the Corporation under this Act, shall be paid by the lenders thereof to the Chamberlain, and shall be paid out by him to the Contractors or Workmen who shall build the wharves and other erections to be made under this Act, on orders to be made by the Common Council.

11th. And whenever it may become necessary, in order to the full completion of the improvements in the said Harbour, contemplated by this Act, to extend Britain Street westwardly to a junction with the said wharves, or any of them, the Mayor, Aldermen, and Commonalty of the City of Saint John are therefore hereby authorised and empowered to extend Britain Street westwardly, preserving the same breadth, to the said wharves or piers, or any of them: Provided always, that the said street shall not be extended through any property without the consent of the owner or owners thereof, or without agreeing with such owner or owners, and paying to him or them the value of the property so required for such extension.

12th. In case the said Common Council cannot agree with any owner or owners of such property so required, the Mayor of the said City shall issue his warrant to the Sheriff of the City and County of Saint John, requiring him to summon a Jury of twelve disinterested freeholders of the said City, who shall set and appraise the damages sustained by the owner of property so required for the said street, on oath, which oath the said Sheriff is hereby authorized to administer; and the said Jury shall also enquire and return in their verdict who are the owner or owners to whom such value and damages shall be paid.

13th. The said Sheriff, in holding such inquiry, shall be entitled to the same fees, and shall have all the powers, jurisdiction and authority vested in him in the executing any writ of inquiry, issuing out of the Supreme Court; and the said Jury, in assessing such damages, are authorized to take into consideration the advantages which may accrue to the owner of such land so taken, by the extension of such street, in diminution of such damages; and the amount so assessed shall be returned, with the name of the owner or owners of such land so taken.

14th. The amount so assessed shall be paid to the owner or owners returned in such verdict; and upon payment thereof by the said Corporation, or upon tender and refusal thereof, the said Corporation shall be fully authorized to extend the said street through such land, in the same manner as if the owner had consented thereto.

15th. All monies which may be required for the extension of the said street shall be paid by the Chamberlain of the said City, together with all costs and expenses which may be therein incurred, (out of the moneys to be raised by virtue of this Act,) by orders of the Common Council upon the Chamberlain.

16th. In case any deficiency shall exist between the net annual income arising from the said wharves and improvements erected and made under this Act and the annual interest due upon the said Debentures, in any such case it shall and may be lawful for the said Mayor, Aldermen and Commonalty of the City of Saint John in Common Council convened, and they are hereby required to order an assessment of such sum of money on the eastern side of the Harbour of the said City as shall amount to and make up such deficiency; and every such assessment shall be assessed, levied, and raised agreeably to the several Acts now in force, or hereafter to be in force, for assessing, levying and raising County, Town or Parish Rates; and when collected, shall be paid into the hands of the Chamberlain of the said City, to be applied to the sole purpose of paying off such deficiency of interest: Provided that no greater sum than four hundred and sixty pounds, with the costs and charges for levying and collecting the same, shall be levied in any one year under the authority hereby given.

Nova-Scotia.—We learn by telegraph to the News Room, that in the House of Assembly, the seats of the Hon. Joseph Howe and Stephen Fulton, Esq., representatives from the County of Cumberland, have been declared vacated, in consequence of some informality at the time of their election. Another election is to be held on the 18th of March, when the late members will be opposed by Messrs. McFarlane, (a former candidate) and T. A. S. DeWolfe, who held the office of Collector of Impost and Excise under the Johnston administration, and at that time was one of the representatives of King's County in the Legislature.

Mr. Henry Grinnell, of New-York, has once more tendered to the U. S. Government the gratuitous use of his two vessels, the *Advance* and the *Rescue*, for the purpose of another expedition in search of Sir John Franklin. A petition for their employment has been presented to Congress, coupled with a second one signed by three hundred citizens of New-York, praying that the voyage may be undertaken, and that a small steam-propeller may be added to the squadron. In England, the Admiralty is besieged by naval applicants for appointments in the projected expedition. Lieut. Pim is amongst them, having returned home from his unsuccessful journey to St. Petersburg.—*N. Y. Albion.*

HOUSE OF ASSEMBLY—Fredericton,

Monday, February 23.—A conversation arose, on a motion of Mr. Gray, that the Election Bills be printed. Mr. Partelow declared himself in favor of vote by ballot, but thought that, with all the important business to be done, this measure could not be got through this Session, and it would be enough that provision was made relative to scrutinies.

Mr. Porter said that the two scrutinies now held will cost the Province £5,000, and hoped something would be done to prevent the recurrence of such a state of things.

Mr. Gray said the house had almost unanimously declared in favour of the ballot, the only question was that relating to the details, &c.

The motion to print the bills was lost, and Saturday was fixed for taking the Election Bill of Mr. Needham into consideration.

The bill to repeal an Act relating to the office of the Clerk of the Pleas, and the effect of which would be (as we understood) to return to a former arrangement, giving that officer £500 a year, was committed. Mr. Hatheway, who introduced the bill, consented that it should be postponed, and it was postponed accordingly. Mr. Partelow and Mr. Gray thought the bill should be taken into consideration and discussed.

Tuesday, Feb, 24.—There was nothing done in the House till nearly one o'clock, Road Committee and others being sitting.

The House in supply,—The grant of £2,000 towards the erection of a Steam Boat landing at Reed's Point, passed by vote of 27 to 8; £1000 to be paid when £3000 is collected, and another £1000 when the work is completed.

This grant was supported by Messrs. Partelow, Gray, Wilmot, Needham, Harding, Williston, Hatheway, English, McPherson, Cutler and McPhelim, and opposed by the Speaker, Messrs. Montgomery, Johnson (North) and Botsford.

£100 was voted for a wharf at Hillsboro.

A proposal was made to grant £500 per year in aid of a steamer to ply between Pictou and Quebec weekly, touching at Miramichi, this occupied the House nearly all the rest of the day.

Mr. Gray supported it, and said, communications should be established to the North, especially as the Railway would not go there.

Messrs. Montgomery and Barberie said there was enough *soft-sodder* elsewhere, and this was no use,—the North was opposed.

Messrs. Johnston, Williston, Wilmot, Needham, and Hatheway supported, but it was lost.

Mr. Cutler was inclined to support the grant, but thought the principle bad.

Mr. McPhelim proposed £250, but this was also lost.

Many members said they thought the scheme would benefit Canada.

The resolutions were based upon Major Norton's petition; they were, however, totally defeated, although the principle was at first sustained.

Wednesday, Feb. 25.—The House was all day in supply. The grant to aid the steamer intended to ply between Pictou and Quebec was again taken up, in spite of the opposition, and passed by a vote of 17 to 15—£500 per year for three years. All other recommendations of the Committee of Trade passed, including return duties on Fire Engine Hose, on goods destroyed by fire, excess of duties, claims of the steamers Admiral and Creole, for excess of Hospital duties paid—and return duties on the steam engine for the new Woodstock boat. The return duties upon Organs and other articles for Churches were refused. These and many other claims were not recommended by the committee.

The claim of Mr. Griffiths, for costs in a case of timber cut on the disputed territory, in 1838, passed. A similar claim was made in 1844 and 1851, and refused. Messrs. Partelow, Wilmot, Street and others supported, and the Speaker, Mr. Montgomery and others opposed this claim.

Thursday, Feb. 26.—The Attorney General opened the Debate on the Railway Resolutions. He went over the history of all the negociations,—said he had always endeavoured to get the Northern line, but ceased his endeavours when he found it impossible; he felt that the Governments of three Provinces were right in adopting the other route under the circumstances, and that it was the duty of the House to assist in carrying it out, as it must benefit the whole Province. He went into the general question and shewed the advantage of Railways.

Mr. Gray followed in a very long speech—said the minds of the people had changed when they considered that the money could be got cheap, and the difficulty of raising funds by subscription in the Province; he believed St. John would be satisfied to build the line to Canada, if they could get the line to the United States; agreed that Government ought not to give a Company the monopoly of the great trunk lines which could not be competed with; that there were no grounds for refusing to entrust the work to Government when they could at any time be turned out by a majority of one; asserted that though Companies were often guilty of corruption and fraud, no charge of corruption in connexion with public works had ever been made against Governments. He dwelt on the great advantages of the line; thought it would not cost more than the St. Andrews line; believed it would pay the interest and create a fund to liquidate the debt; declared Mr. Archibald's proposals extravagant, and said the Government would stake their existence upon the present scheme.

Mr. Harding proposed amendments—said he did not think the roads would pay so well as was supposed, showed the difference between the countries spoken of and this; that there were other outlets nearer Canada than St. John; that the road would not go through a cultivated country; and, that as all our resources were to be pledged, we should get all the Railroads we want; the House should therefore adopt the amendment. House adjourned.

Friday, Feb. 27.—In the House the Railway debate was resumed.

Mr. Harding, in a few introductory remarks, pressed the necessity of securing the whole line.

Mr. Cutler in an eloquent speech of two hours, showed that by the arrangement at Toronto, it was agreed by Government, that the Northern and Portland Lines should both be built—asserted that this was upset by foul treachery, because it did not suit the interests of Canada—rebutted many of the arguments used by Mr. Gray, whose authority in Railway matters he declared to be worth nothing—said if the Bill pass, a representation would be made to the Home Government to prevent them acceding to the terms.

Mr. Barberie charged the Government with sacrificing the whole Province, and endangering the loss of a magnificent offer for the purpose of obtaining a pet line.—He felt indignant that Rebels of 1837 should dictate to these Provinces in 1852, and said the whole change was made to serve the interests of Canada.

Mr. English, from personal observation, showed that the calculations in support of the scheme were incorrect—said that Portland was a nearer point to Montreal than St. John or Halifax, and easier to ship from,—that there were six other outlets west, and that produce from Canada would not be sent to St. John or Halifax.—that if the road was built, it could not work for three months in winter, as it would not pay the expense in keeping it clear—no road in the Province would pay. The Province may undertake this for the sake of indirect benefit. He would not say how he would vote—Debate adjourned.

Mr. Ryan read a reply from His Excellency complying with the address to run out the boundaries between King's and Queen's Counties.—The Fish market arbitration bill passed.

Mr. Hatheway complained of the absence of the Reporters, in consequence of which a gross slander in the papers had not been contradicted.

Saturday, Feb. 28—*one o'clock.*

In yesterday's report omitted to state that Mr. Botsford supported the Railway Resolutions—charged the Northern members with defeating the Portland line—said the present scheme was the only chance for Railways now left, and defended the management by Government.

To-day, on motion of the Attorney General, the Section of the Bill for the protection of the Revenue, providing that liquors seized be destroyed, was struck out. Mr. Partelow read a letter from the Treasurer, shewing the working of the Law,—stating that preparations had been made to import cheap liquor for the sake of the bounty—referred to a late importation of rum to Houlton through St. John.

Mr. Hanington offered slight opposition—thought the reduction of bounties one-half would stop collusion—better try the present for another year. The clause was struck out without division. There has been a conversation about a Provincial Exhibition—a grant in aid was talked of, which will likely be given, on condition that a sum be subscribed—nothing definite. Railway debate about to be resumed—will not likely close to-day.—*News Room Tel. Cor.*

Fredericton, *Feb.* 26.—The public meeting last evening, was rather thinly attended. Many members of both Houses were present. Mr. Botsford explained the course the Company had taken to aid Mr. Archibald's propositions, which are not now considered as before the public, or competing with the government project. Said the company had determined to remain neutral, and allow the responsibility to rest on the Government.

The Resolutions passed approve entirely of the Government scheme. Messrs. Beckwith, Baillie, F. W. Hatheway, Hill and Barker, were the other speakers. Mr. Smith spoke of the danger of entrusting so much power to the Government, but this opinion did not appear to meet with much approval.—*Ibid.*

By Telegraph to the News Room.

The Hon. Francis Hincks left Quebec … (Friday) morning, to take the Boston steamer of 4th March for England, to negotiate the loan for the Halifax and Quebec Railway.

Late from the Cape of Good Hope.—The barque Ocean Wave, arrived at Boston on the 25th inst., bringing dates from Cape Town to 1st Jan. The latest accounts from the interior bring but little news, but it is encouraging. The British force at the Kei, about 4,000 men, had suffered much. The enemy were acting with increased audacity near the border Forts. The troops were without tents or waggons, or any shelter whatever. A Cape Town paper says—"It seems as if Heaven were fighting against us." The steamer … can, had arrived from England with the … Regt., 600 strong. Breadstuffs at the Cape … rather a downward tendency.

ARRIVAL OF THE "ATLANTIC."

The American steamship *Atlantic* arrived at New-York on Thursday morning last, from Liverpool, with dates to the 11th inst., being … days later than the advices by the Cambria.

The Bank of England has reduced the … gold, not standard. The most flattering accounts have been received from the Australian gold diggings, and large supplies were soon expected from that quarter.

In the House of Commons, on Monday … inst., Lord John Russell introduced the … Reform Bill. The main points are—the borough franchise is to be reduced from … £5, the county from £50 to £10. In Ireland the county franchise is to be reduced from … to £5. A new class of voters to be created of those who pay 40s. per annum by … taxes or income taxes. Property qualification for members is to be abolished, and … boroughs are to be enlarged. Lord John proposes to abolish the oaths now taken by Roman Catholics and Dissenters, and the obstruction which now prevents the admission of Jews to seats in Parliament.

In the House of Lords, on the 9th, … Granville, in answer to Lord Strangford, … that Lord Palmerston had sent no reply … remonstrances of certain foreign powers … the political refugees residing in this country, but he believed, had the noble lord remained in office, he would have done so.

The Lords Commissioners of Her Majesty's Treasury have authorized the admission of fire-arms, intended for the instruction of … men in England, and for sale to officers in … Majesty's service.

It is reported that a deputation from the Church of Scotland had waited upon … Granville, and made a representation … the expulsion of the Protestant … from Pesth, in Hungary, where they had … sided in obedience to the law for … They had committed no offence, but … less were expelled from the country … middle of winter. Lord Granville promised to take such steps as might be necessary.

France.—The President visited … on the 9th Feb.; his object was to address the officers of the garrison there, who were … be extremely disaffected. It is said … are to be put on half-pay, because of their … leanist leanings. The confiscation decree … offensive to the army. There are rumours … secret understanding between the Austrian and French Governments. No attacks upon … Palmerston are allowed in the Paris … £240,000 per annum is talked of as the … List which the Senate is asked to vote the President. This, considering that he … the *Domain Privé* to keep up, will be equivalent to £480,000, which was … allowed Louis Philippe.

Spain.—The criminal who made the attempt on the life of the Queen was executed … afternoon of 7th February.

Sweden.—The powder magazine at … exploded on the 24th ult.; it contained … kegs of powder.