

gislation, was retrenchment, and that in recognition of it they ought to commence with little things, if they first came in their way, at the same time purposing to deal with greater in the same mode at the proper season. It was then unanimously agreed that only one weekly copy of each of the papers should be ordered; the same to be deposited in the Library for the perusal of the members, and not to be taken out of it.

ADMISSION OF STRANGERS.—On a motion made by Mr. DAVIES, having for its object the admission of the friends of members upon the same footing as public officers and magistrates; on the ground that the distinction made by the late House, in appropriating the benches on the left of the Speaker, as the highest and most honorable (as respects strangers) for the accommodation of the later; and assigning the benches on the Speaker's right, as lower and less honorable seats, for that of the former, had been, and if observed by the present House, would continue to be felt, by the friends of members admitted by tickets, to be an insulting distinction. Mr. COLES moved, in amendment, "That the benches on the left of the Chair be reserved for the Executive and Legislative Councils, Clergy, Judges, and Ladies; and that all public officers, magistrates, and military officers, and persons obtaining tickets from members, have free admission to the House," observing with respect to the Ladies, that it would be most ungentlemanly in the House to refuse to them that courtesy and consideration (should they choose to avail themselves thereof,) now almost universally extended to them by all civilized public assemblies; and, further, submitting that they would be carrying their consideration and respect to public officers and magistrates quite far enough, by admitting them with tickets to either side of the House, as seats could be obtained on the one or the other; adding also that, however, place in the estimation of some, might lessen or set off, he did not consider either Justices of the Peace or Public officers, in any way better than the generality of other men less favoured by accidental circumstances.

Mr. POPE replied, that the equalizing system sought to be introduced into the practice of the House, by the motion and amendment before it, was essentially bad. He maintained that all who had been thought worthy to receive official appointments of trust and honour, which they continued to enjoy, and all who had been considered as fit and proper persons to be included in the Commission of the Peace, and were still retained in it; should receive from the higher authorities such marks of consideration and respect, as might confer upon them additional honour in the sight of the people, and, as respected Justices of the Peace, tend to elevate their magisterial character, and strengthen them for the performance of their magisterial duties. He also argued that similar respect should be paid by the House to Naval and Military Officers; and that it would be insulting to either service to allow any of its members when admitted as privileged individuals into the House, to be jostled by any Tom, Dick, or Harry who might, in virtue of a ticket from a member, also obtain admission at the same time. The honorable member further insisted that it was the duty of the House to reserve the benches on the left of the Chair for the purpose to which they had hitherto been appropriated—that having been the accommodation of the Executive and Legislative Councils, Clergy, Public Officers, Magistrates, and Naval and Military Officers; and that it would be a reflection upon the House were the reservation to be withdrawn.—Mr. LELACHEUR said that he had a *penchant* for the Clergy; but as for the Magistrates and Public officers, he would have them put upon the popular footing, as entitled to no better.—Mr. MOONEY combatted the opinion of Mr. Pope, that the adoption of the motion would open the doors of the House to the admission of the rabble; and declare that none such had ever applied to him for a ticket.—Mr. FRASER and the Honorable Mr. THORNTON opposed both the motion and the amendment: the former gentleman because he thought one consequence of adopting either would be, the creating of much crowding and confusion: the latter, although making a reservation in favour of the ladies, supported the views of Mr. Pope.—Mr. LORD then suggested the propriety of increasing the sitting accommodations for strangers; and the suggestion, as proper and practicable, was favourably received.

The question, after some further discussion, was settled by a division upon the Resolution submitted by Mr. POPE, which was to the effect that the practice heretofore observed be still continued. Ayes, 15; Nays, 5.

THURSDAY, March 7, 1850.

ROAD SERVICE.—Mr. LeLacheur, observing that as there was no business before the House, suggested the propriety of taking into consideration the Road Service with a view to the improvement of the present system which he pronounced to be wretchedly bad in its operation. The Commissioners, he said, were by no means, the most suitable men who might have been appointed; and the Districts of many of them were far too extensive. They did not regularly and with necessary frequency, inspect the state of the Roads; and, in numerous instances, they let pieces of road to be repaired and bridges to be built or repaired, leaving to some friend (frequently in no way qualified) to inspect and pass the job, their own concern or anxiety touching the contract being limited to the amount of their commis-

sion on the money expended.—Mr. FRASER moved the suspension of the standing order, and that the House should forthwith go into Committee of the whole to take up the enquiry. Mr. POPE strongly opposed the consideration of the question, maintaining that the prosecution of the enquiry would be labour lost; and that were a change in the system to be effected, in conformity with the provisions of the Road Bill lost on the last Session of the late House, its operation would not be likely to effect any improvement upon the roads, but would certainly be attended with considerable additional expense to the people. In reply to an observation which fell from Mr. LeLacheur, in which he spoke of the propriety of abolishing the office of the Road Correspondent, and the imposing the performance of his duties upon the Colonial Secretary, the honorable member remarked that he (Mr. LeLacheur) seemed to entertain but a very inadequate idea of the labour connected with the appointment, in issuing orders to the Commissioners respecting the annual expenditure of three or four thousand pounds; and that in the Secretary's office there was at present sufficient to be done without additional assistance. The honorable member added, that he had no personal interest in the question, having, some years ago, ceased to be a Road Commissioner, and that, although he considered the present system to be the best that had been devised he was by no means opposed to any improvement which it might be possible to effect in it—and that he hoped the House would have good sense enough to confine its deliberations and action to the furtherance of measures, the accomplishment of which was considered indispensable for the good of the country. Considering the unusually late period at which the House had been convoked, they would have no time to spare for the consideration of new schemes, which it would be best to postpone to another Session, since in a few weeks agricultural operations would commence, and the presence of many of the members would then be necessary in the country to direct the management of their farms.—Mr. LELACHEUR replied, that an immediate change was demanded by the people. They loudly complained of the misapplication of the money granted for the Road Service, and of the insufficiency of the work done for the amount. The honorable member also observed, that he was decidedly of opinion that no member of the Legislature ought to hold the appointment of a Road Commissioner, for the influence acquired thereby was too frequently used as an engine for the perpetration of political injustice.—Mr. MONTGOMERY thought the present system very good. All that was wanted, in the way of its improvement, was the effectually carrying it into operation. He did not think all the Commissioners the most suitable persons that might have been found for the appointments, but was of opinion that it would be best to leave any further consideration of the question for a future Session.—Mr. COLES observed, that the increase made to the number of Commissioners had caused a material improvement of the roads; and that it was reasonable to conclude that a further increase would be productive of still further improvement. One defect, and a very serious one, in the working of the present system, was the too great extent of some of the Districts; thirty miles was an extent over which one Commissioner could scarcely be expected (as at present paid) to carry a careful and sufficiently frequent supervision. He would promise the limiting the extent of a Commissioner's District, so as to render it possible for him to inspect the state of its roads and bridges, by the appropriation, at any time, of two or three hours to the performance of that duty; and for such services an annual salary of £10, without per centage upon monies expended, would be a sufficient allowance. The commission allowed, it was very well known, had, in too many instances, directly operated to the exciting of the cupidity of Commissioners, and their principal study had, therefore, been to increase, to the utmost, the amount of money to be expended in their Districts, without at all caring how the work let by them was performed. The honorable member then explained that by the adoption of the change sought to be accomplished, there would be effected an annual saving of nearly £200. The following statement made to the House by the honorable member, shews how the saving to which he alluded might be made, on abolishing, as he proposed, the per centage, lessening the extent of the Road Districts, and increasing the number of Commissioners from seventeen to thirty:—

Road Commissioner's Salaries,	£176	0	0
Do. do. per centage,	295	13	7½
	£465	13	7½
Salaries of thirty Commissioners, (£10 each,)	300	0	0
Annual saving,	£165	13	7½

With respect to the suggested abolition of the office of Road Correspondent, the honorable member then observed, that although he agreed with the honorable member from Murray Harbour, that it ought to be done away with, he would be satisfied to leave it until the time should arrive for the effecting of a much more sweeping change; but he did not agree with that honorable member in his estimation of the influence which Road Commissioners brought to bear upon Elections. That influence was so small that he utterly despised it. It might, indeed, in two or three instances, have been successfully employed to some extent; but a Commissioner would

be quite as apt to employ it in a canvas for a friend as for himself; and, in fact, instead of objecting as his honorable friend did, to a Road Commissioner's being a member of the House, he would rather have them all in the House, for there they could be made responsible to the people, as they ought to be.—Mr. WARBURTON observed, that it had been justly said some Commissioners were inadequately remunerated for their services; and he would take leave to say that he was one of those who were insufficiently recompensed. If his District were reduced to the limits spoken of by his honorable friend, he would be better paid by a salary of £10, than he was now by one of £20. Mr. Lord and Mr. Davies concurred in severely censuring the shameful and lamentable neglect of duty on the part of several of the present Commissioners; and alluded particularly to the present dilapidated and insecure state of certain bridges, as evidences of the neglect of which they complained.—The Speaker then put the question on the motion of Mr. Fraser; and it was agreed that the House should go into Committee of the whole upon the Road Service in the afternoon sitting.

Foreign Intelligence,

RECEIVED BY THE LAST ENGLISH MAIL.

(From the Novnscotian.)

LATE FROM THE UNITED STATES.

The R. M. Steamship *Europa*, Capt. Leitch, came in on Friday evening, after a splendid run of 50 hours from New York. The *Europa* has 5 passengers for Halifax, and 60 for Liverpool. This splendid Ocean Steamship proceeded on for Old England at 9 p. m.

The news from the American continent is unusually interesting. There are rumours of a split in the cabinet at Washington. The plot evidently thickens. The conflicting interests of the North and South must, if the union is worth preserving, be calmed. Free Trade is the panacea for the numerous ills with which Uncle Sam is afflicted.

The system "of plunder and robbery" which has enabled the North to grow rich at the expense of the producing South, must necessarily have an end. The anti-slavery demonstration has only been got up to divert the South, and if possible, keep up a protected tariff.—The Coroner's Jury, on the recent explosion case in New York, has returned a verdict censuring the proprietors of the steam boiler, the bursting of which occasioned such a fearful loss of life.—The steamship *Rhode Island*, from New York to California, has been knocked to pieces in a gale, encountered in the Gulf stream. The admission of the new States, California and New Mexico, is occupying a vast deal of public attention. The Nicaraguan affair is adjusted—the British have evacuated Tigre Island—and the Honduras flag has been rehoisted.—The nomination of Col. Webb, Am. Minister to Austria, has been rejected by the Senate. The California Gold mania is even increasing in the United States.—There is a prevailing belief among our neighbors, that the people of New Brunswick are disaffected to the British Crown.—The building of Steamships has received a vast impetus in the States.—The expedition to the North Pole in search of Sir John Franklin, is exciting a great interest in the sea ports of the Union; ships, money and men can be had in abundance, to forward the enterprise. Mr. Grinnell has planked \$16,000 towards this humane object.—The Avon Theatre, Norfolk, was destroyed by fire, 14th inst., supposed to be the work of an incendiary; and was uninsured.—Another Steamboat explosion has occurred above New Orleans—several lives lost.—It is assumed the North makes annually a profit of \$88,000,000, by their monopoly of the Southern markets!—A great fire took place at New Orleans, 16th inst.; thirty large buildings were destroyed—including the one occupied as a printing office to the *Picayune*. The proprietors of the latter were insured, and issued their paper next morning as usual.—The ship *South Carolina*, the first of the return fleet from California, has arrived at Boston, fourteen months absent, with a cargo of copper from Valparaiso.

THE NICARAGUAN DIFFICULTY.—The supposed misunderstanding between the Governments of Great Britain and the United States, relative to the Nicaragua affair, is amicably adjusted. There seems to be every probability that England will furnish the required transit between the Atlantic and the Pacific Oceans.

GREECE.

A letter from Athens the 19th (sent by our Malta correspondent), states that, "immediately Vice-Admiral Parker received *pratique* he demanded from the Greek Government the payment within 24 hours, of moneys due to British, or protected British subjects, from Greece; also that the Islands of Sapentia and Cabrera, off the southwest side of the Morea, and which forms a part of the Ionian Isles should be immediately given up to him, threatening in the event of refusal, to blockade the Piræus and make reprisals. The sensation this message occasioned cannot be described. Otho, however, refused it *in toto*, and Admiral Parker has consequently taken possession of the men-of-war in the Piræus and blockaded the coast. It was reported that the Admiral had declared war against Greece, but I should think the reprisals are so considered. Also that a mob at the Piræus had burnt down the English consul's house.