

But one opinion prevailed in New Brunswick. Their Act of 1849 had been re-enacted in 1851, and now all parties are unanimous in favour of its accomplishment.

Lord Bury then described the position in which the company now stand. Under the "Limited Liabilities Act" the gentlemen who formed it had signed the articles agreed to, and now only waited his return to open the subscription list to the public. Their subscriptions would be on condition of obtaining the Imperial guarantee. They could then exhibit the list to the Imperial Government and ask their renewal of the sum formerly guaranteed, and he (Lord Bury) had no doubt about their willingness to grant it, provided the provinces adhered to their former proposals.

The Honorable Hugh Bell, on His Worship the Chairman soliciting enquiries, arose and said he would like to know from the noble Lord if, in case the proposed road were built, would there be any connection between the company and the local governments? and also, if the railroad already constructed would be taken up by the company as part of the proposed scheme.

Lord Bury did not apprehend that any government having built a portion of railroad would sanction a line being built alongside of their own. As one of the company, he could not think of asking for such permission. The line to Truro must necessarily then form part of the proposed road. He could not say that the first portion of the line to Truro had been laid in the most economical and suitable direction. It was far too circuitous, and had not started from the most proper place. Dartmouth, he conceived, would have been the best point for the terminus.

The Hon. Fin. Secretary wished to ascertain if the company would require the same amount of guarantee from the provinces, now that 430 miles of the road were built, as if it were now in the same state as in 1849.

Lord Bury said it would be out of the question for any company to think of building this railroad without the Imperial guarantee, and that, he apprehended, could not be obtained without the guarantee of the provinces. As soon as the proceeds of the road paid 4 per cent on the capital expended, there would be no further demand from either the provinces or the Home Government.

In answer to a question from the Hon. Mr. Fairbanks, Lord Bury stated that the company would have to make some arrangement with this province for the use of the road to Truro, the terms of which this province must be allowed to dictate, but that the £20,000 guaranteed would be absolutely necessary to secure Imperial aid.

The Hon. Attorney General in a speech of much eloquence, and at some considerable length, referred to the progress of the colonies and the magnificent prospect presented to them by the extension of railways. The net work which is now covering the populous parts of Canada has one important deficiency, which, however, has for several years been gradually becoming less. He referred to the distance from Trois Pistoles to the Atlantic on British Territory. He also alluded to the Western part of British America, and the recent discoveries of mineral wealth in that region, as calculated to hasten the demand for the railroad in that direction, and showed that the commerce of Europe and Asia would receive immense advantages by having the facilities which this road would afford. After passing a high encomium on the noble Lord for his choosing the active employment of his talents instead of the quiet enjoyment of his position in the land of his birth, he moved the following resolution:

Resolved,—That this meeting, sensible of the great importance to the British North American Colonies of an Inter-Colonial Railroad from Halifax to the St. Lawrence, acknowledged the zeal and energy evinced by Lord Bury in his efforts to promote, both in England and these Provinces, the accomplishment of so very desirable an object, and tender him the cordial thanks of this meeting for the interesting information afforded on the subject which he has given to the public in the frank and eloquent address just delivered by him.

The Hon. Mr. Young rose to second the resolution, and in doing so expressed his desire that in a work of such magnitude the differences of party feeling should be laid aside. He considered the project one which would materially affect the civilization and progress of this continent. The Railroad cannot be built without British capital. The only difficulty which now exists is whether this province with its present liabilities is in a position to comply with the terms proposed by the company. The Legislature and the Government would have to take up the question. He believed the Imperial Government would deal with the provinces in the most liberal spirit. So long as he remained in the Legislature he should be prepared to give his best efforts to the consideration of such a measure.

It is impossible, in our limited space, to do justice to the eloquent speeches of these honorable gentlemen. They were both received with frequent expressions of applause.

Three cheers were given for Her Majesty the QUEEN, and three for LORD BURY.—A vote of thanks to His Worship for calling the meeting and his impartiality in the chair was passed with acclamation.

DAVIS' PAIN KILLER.—It is a real pleasure to us to speak favourably of this article known almost universally to be a good and safe remedy for burns and other pains of the body. It is valuable not only for colds in the winter, but for various summer complaints, and should be in every family.—Ch. Advocate.

United States.

CONGRESS assembled on the 6th inst. The PRESIDENT'S MESSAGE is a document of uncommon length. It treats in detail on the KANSAS difficulties and regards them as auspiciously ended. UTAH affairs are fully reviewed and congratulations offered on their present state. China and the relations of the U. States with the European powers are referred to. All are deemed satisfactory with the exception of Spain. Mr. Buchanan deems it impossible for their relations with that country to be of an amicable nature while Cuba "is under the dominion of a distant foreign power." "While the possession of the island would be of vast importance to the United States, its value to Spain is comparatively unimportant." The President advises that its annexation be a subject of "active diplomacy." He also advises that American troops be sent to occupy Sonora and Chihuahua in MEXICO. He recommends that a tariff of Specific Duties be imposed in place of the present sliding scale and closes with an explanation of the increased expenditures of the Government.

The Boston Metropolitan Railroad Company have recently sold 250,000 feet of land on Tremont Street, adjoining Chickering's factory, at twenty-five cents per foot. They paid the city of Boston fifteen cents for it two years ago, intending to locate stables and repair shops thereupon.

THE CANALS.—The New York Canals have closed for the season, unless the weather speedily moderates. On Wednesday night, the ice had become so formidable that the attempts to push boats forward were given up. Navigation last year continued up to the second week of December. Everything on the way to tide water succeeded in reaching it. Now there are several hundred laden boats midway their destination, and there is scarcely a hope that they will be able to work through.—W. & R. Dec. 2.

MYSTERIOUS DISCOVERY AT SEA.—A most horrible and mysterious discovery of a wreck at sea is reported by Captain Farley, of the ship William Singer, arrived yesterday from London. He says that on the 29th of Sept. last, in lat 38° 44', long 45° 57' W., he discovered a wreck to the northward, which proved to be the barque Mayflower of New York, with her bulwarks gone and nothing standing but the mizenmast. On sending a boat on board they found human bones strewn about the deck and the bodies of a woman and child in the last stages of decomposition. The only articles on board which could be identified were a bundle of shirts, socks, and handkerchiefs, marked A. in red, and B. D. J. and J. D. J., in blue thread, a chronometer dial marked "Two days, Leavett, Leadenhall street, London, No 279," and several articles of little value belonging to the master or mate; and a silver watch, No. 9,050, G. J. Oram, maker, London. She was loaded with stone, and had evidently been boarded before, as she was stripped to the gunwales. The imagination shudders in picturing the story of horror, a sequel of which is shadowed forth by this discovery of Captain Farley's.—N. O. Courier.

LORD BURY.—The mission of Lord Bury to this country having created a desire to know something more about that nobleman, we give the following brief sketch of the various positions he has held.—Lord Bury (William Couss Keppel) is the eldest son of the Earl of Abernethy, and a descendant of the renowned Admiral Keppel. He is 27 years of age, and has already filled several important situations. He was an officer in the Scots Fusileer Guards, aid de camp to the Governor of Madras, Lord Fitzclarence; private secretary to Lord John Russell when premier; and also superintendent-general of Indian affairs in Canada. He is also chief of the three Indian tribes. His lordship was returned member to the imperial parliament at the last general election of the city of Norwich, after one of the sharpest contests ever witnessed in England. In parliament he has been very successful. He took up the question of legalizing "marriage with a diseased wife's sister," and was mainly instrumental in its successful passage through the House of Commons by a large majority, although it had been unsuccessfully argued for twenty years before the House. Afterwards, in conjunction with Mr. Roebuck, he brought the important question of the Hudson's Bay Territory before the House of Commons so successfully as to elicit the very highest encomiums of Mr. Gladstone, Lord John Russell, Sir E. B. Lytton, and in fact almost the entire House. The British press, in reviewing the last session of parliament, unanimously expressed their opinion that Lord Bury was undoubtedly the most able new member returned to the House at the last general election. He is a thorough and hard student, never tackles a subject he does not thoroughly understand and is perfect master of it. His prospects at home are most promising.—N. York Herald.

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