

The St. John Courier comprises so well our sentiments with regard to the way the Nova Scotia Press have advertised upon our sayings and doings on the subject of Railways, that we think we cannot do better than copy its remarks entire.

THE RAILWAYS.

On looking over Mr. Howe's speech at the late public meeting in Halifax, we notice some observations on the policy adopted by New Brunswick in Railway matters, on which we think it our duty to offer a few words of comment. We may premise that throughout the whole progress of the discussion, the press and public men of Halifax have assumed a tone of insolent superiority toward New Brunswick, which nothing in the circumstances or relative position of the two Provinces called for, or can justify.

The European and North American Railway enterprise was entered into conjointly with Nova Scotia. It was originated at a public meeting in Halifax. At the Convention in Portland, the Government and people of both Provinces were fully represented, and the plan of action was unanimously adopted.

We have gone forward steadily and faithfully in the course agreed upon, and we think the Press and Government of Halifax display a singular want of modesty, honor, and correct moral feeling, when, after having broken faith with us, they seek to ridicule and malign our Legislators, to excite the North against the South, and the people against the Government, by exaggerated and fallacious statements of the superior advantages offered by the scheme which they have got up, in opposition to, and which would destroy the one that was mutually agreed upon.

The only way we can account for the exalted opinion the citizens of Halifax entertain of their own importance, which gives them, as they think, a right not only to lead us in all political matters, but also to think for and dictate to us what course will be best for our economical interests, is by taking into consideration the effect that the large naval and military establishments, which have been kept up in Halifax for so many years, must have had upon the minds and manners of the people. The example and influence of such a host of aristocratic officials, would naturally cause those with whom they associated, to look with contempt on mere traders and working men, and on all questions of which the commercial view formed the main feature. In this way we may also account for their tendency to rely in all emergencies on Government aid, and to take kicks with a good grace, provided only they were accompanied with the proper allowance of half-pence. We venture to say that another community could scarcely be found on the face of the earth, that would, for any amount of money that could be offered, have swallowed such slavish and degrading conditions as Mr. Howe was pleased to affix to his offer of a loan.

Mr. Howe's speech is based on two assertions, which if not tenable, and we think they are not, will make the whole story a mere string of fallacious verbiage.

His main argument is, that it is much better to get money at 3 1/2 than at 6 per cent.

This, however, depends entirely on circumstances. If money can be used to advantage, the cheaper it can be got the better; but if the borrower be required, as a condition of the loan, to engage in an undertaking that would not be remunerative, it would be dear to him at any rate of interest.

Now, as Earl Grey, Lord Stanley, and even Mr. Howe himself, in his first letter, pronounce our portion of the Quebec Railway as not likely to be remunerative, and as, in any case, we would have to repay the money; we think the higher rate, if we were required to borrow for either of the Railways, the cheapest.

The second fallacy on which Mr. Howe rests his argument is the assumption, that in case the Portland Railway were built by a Company, the stock would have to be sold at twenty per cent. discount, and six per cent. interest paid on the whole sum required for the construction of the road.

It is true Mr. Howe did not attend the Convention, but his colleague, Mr. Uniacke, did, and ought to have informed him, that the strongest assurances were made to the meeting by parties well informed, that the stock would be subscribed for by those interested in the success of the undertaking in Europe and America, and on this faith we acted. Those who have had charge of the enterprise, are still satisfied of the correctness of the conclusions come to at the Convention, and this being the case, instead of the money costing either three or six per cent. no interest would have to be paid at all, but the Stockholders would receive the profits arising from the work, taking the risk whether those profits would give them one or ten per cent. on their investment.

Mr. Howe apparently cannot separate the ideas of the work being done by a Company of Stockholders, with their own money, and by the Province or people, with borrowed money. His mind seems quite confused between the two, and the same confusion he appears to be able to work in the minds of his followers.

In another point Mr. Howe has been singularly oblivious. While arranging for an outlay of about 140,000, with at least 20,000 a year more as a sinking fund, he has failed to tell us where all this money is to come from. Our whole gross revenue is at present under 100,000, per annum. Of this we require at least 70,000 for expenses of Government, and for Schools, Roads and Bridges. 30,000 a year; therefore, all the surplus that we can spare for railways, and how that can be multiplied into 160,000 is beyond our skill in figuring.

It is needless to say that the Railway will increase the revenue. Every old woman in the country will tell us that it is not prudent to count chickens till they are hatched.

As the Portland road was only to cost us 18,000 a year, even at six per cent. interest, and by it we were to get a railway that would not only, according to Mr. Howe's own showing, be more profitable than the other, but would connect us with the great world in our neighbourhood, instead of leaving us up in a wilderness, we cannot help thinking that if we were to give up the one for the other, we would afford a striking example of another foolish dog, snuffing a bone to snatch at its shadow. It may be that it is owing to our stupidity that we cannot be made to see

the great advantages talked of by Mr. Howe.

If, however, this cheap interest is to make our Railways so prosperous, we think our people would be quite willing to give Nova Scotia a share of our prosperity, if they will take a share of the risk. We have, by Mr. Howe's scheme, to build about 500 miles of railway to their 140. Let us, then, jointly contribute to, and be jointly liable for, the whole, or let us each be liable for 320 miles. In so far as the Railway is concerned, we may unite the Provinces.

If Nova Scotia will meet us on these terms, she will show that her public men have been quite sincere, and disinterested in what we have hitherto considered the most audacious attempt to bamboozle a people that this age has witnessed.

SUSPECTED MURDER.

A very mysterious and tragical affair has engaged the attention of the Villagers of Mill Creek, within the last week, of which the following are the particulars:

A Mr. John Freeman, a gentleman about 65 years of age, arrived at the above named village about the first of this month, and took up his quarters at Mr. Venton's Inn. It appeared that he had recently left the United States, of which country he was a native, for the purpose of settling in Canada, and his object in visiting Mill Creek was to purchase land in that vicinity. On Wednesday week last, the 9th inst. he was joined by Mrs. Freeman, a woman of about 35 years of age. On Friday morning, after eating his breakfast, he was seized with a sudden and unaccountable fit of sickness, from which he was with difficulty recovered. On Saturday night, after going to bed, he was attacked with a chill similar in every respect to the first, from which he did not recover until Sunday morning, and was then so weak that he lay in bed until Monday. At dinner time he then got up and dined in company with his wife. A short time after he got up from dinner he was again seized with the same symptoms, and after taking a few turns in the verandah before the house, he returned to the sitting room, lay down on a sofa, and died under the influence of a strong convulsion, and next day at 10 o'clock, he was buried in the Waterloo grave-yard.

The old gentleman was known to have a large sum of money in his possession, his hurried funeral—the fact of Mrs. Freeman having sold a horse, buggy and buffalo skins, the day of his death for \$70, about a third of their value,—her leaving Mill Creek a few hours after the funeral—all combined to cause an excitement, which resulted in a formal complaint being lodged with John Stewart, Esq., Coroner of this city, accusing the said Mrs. Freeman of the murder of her husband. That gentleman, accordingly, had Mrs. Freeman taken into custody, and caused an inquest to be held on Thursday last, at Waterloo, where the deceased had been interred. The body was examined by order of the Coroner, and subjected to a post mortem examination by Doctors Dickson and Yeomans. After the jury had seen the body, a number of witnesses were examined. We give below a brief epitome of their evidence.

The material evidence, in addition to what is above stated, is this, that Mrs. Freeman had bought strychnine, ostensibly for the purpose of killing rats. There were several other very suspicious circumstances. Deceased left a family of four, two sons and two daughters, in Vermont. Both parties had been married before. The Coroner adjourned the Court for a fortnight, in order to afford time to analyse the contents of the stomach of the deceased, to procure further evidence, and to give opportunity for the friends of Mrs. Freeman to be informed of her present situation. —Canada Paper.

CAUSE OF THE CUBAN FAILURE.—The Washington correspondent of the New York Tribune, in relation to the recent failure of the projected Cuban expedition, says:

It appears by information obtained by the Spanish Legation and other private information, that the real cause of the failure, for the present, of the Cuban movement, was the want of the "sinews of war" rather than the lack of sufficient numbers to go on a filibustering expedition. That it was the ardent patriotic desire of a large number of young men of a roving and unsettled disposition to rob and plunder the Cubans in the name of liberty, there can be no doubt. But the means in advance, necessary to carry out this object were wanting, and this fact affords the strongest proofs that the numbers and resources of those Cubans and foreign residents in the island who are disaffected toward the government, are more insignificant than they have been represented.

GOLD EXCITEMENT IN MAINE.—We see it stated that for a year or two past gold has been obtained in Lower Canada, near the Boundary of Maine, principally on the north Branches of the Chaudiere river, where the gold is found in the sand or gravel in small particles, and in no very considerable quantity. Some returned Californians have visited the diggings, and have given them the stamp of their approbation, and caused a considerable excitement on the Kennebec. The Hallowell Gazette of Saturday states that the gold excitement had increased prodigiously, and that "probably not less than two hundred men started this week, and are ready to start next Monday, for the gold mines of the north. A company of a dozen men from Gardiner passed up the river this morning. Companies are fitting out here and in Augusta to start next week." —Boston Courier.

New Costume.—A writer in the Philadelphia Inquirer forcibly remarks that "the much talked of new styles for ladies, embracing pantaloons à la Turque, does not come to us through the proper channel, even to be the rage among city fashionables. Who ever heard of any change in feminine costume, emanating anywhere else but on the continent of Europe? and least of all, such a radical change as the visible and tangible donning of trousers? New modes for ladies, even of the lightest shade, from Syracuse and Buffalo and Albany, New York, from Bennington, Vermont, from Boston, Massachusetts, &c. The thing is preposterous."

LATE FROM CALIFORNIA AND THE PACIFIC.

The steamship North America arrived at New York on Tuesday last, from Chagres, bringing late news from all parts of the Pacific, and San Francisco dates to the 1st May.

Mining prospects are reported as improving. In some localities the miners are doing remarkably well. Further rich discoveries of gold have been made.

The following articles we extract from San Francisco papers of the latest date:

There has been much snow in the mountains, and we have heard of several persons who have lost their lives by being frozen to death.

Since the rains the miners have been reported as doing much better than previously. Some of the richest specimens of quartz have been brought to this city ever seen, producing more than 33 per cent. in gold.

The Marysville Herald says: Large numbers of persons are returning from Scott's River, and locating at Morris Ravine, Longs Bar, Oregon Gulch, Rich Gulch, and Bute Creek, where none of the miners are making less than from five dollars to an ounce per day.

Business of every kind has revived at Nevada, since the late fall of rain. The miners are doing much better now than they have for some months past. Those who had large quantities of earth thrown up are enabled now to wash it, and receive the fruits of months of previous labor.

From the San Francisco Alta Californian.

The arrival of nearly a hundred ladies, by the steamships Republic and California, within two weeks, has made quite perceptible attraction in our streets. That rare avis of a few months since has ceased to be a wonder, and well dressed, respectable ladies are now seen during shopping hours, in all our principal thoroughfares.

ARRIVALS AND DEPARTURES AT SAN FRANCISCO.— There have arrived during April at San Francisco 135 American and 50 foreign vessels, making a total of 185 arrivals. Cleared during the month of April, 145 American and 46 foreign vessels. Total 191 departures.

The number of passengers arrived at this port during the month was 2912, of whom 289 were female. Passengers departed for same period, 1564. Amount of duties received at the custom house in San Francisco in March \$204,903.95.

A lump of gold found in the Mariposa mines on the 18th ult., weighed 14 1/2 pounds. On the 22d. two lumps were taken out at the same place, one weighing 4 1/2 pounds, and another worth \$570.

On Monday last a lump weighing 15 ounces was taken from Oregon Gulch.

EARTHQUAKE AT VALPARAISO.

On the 2d of April, 1849, Valparaiso was visited by an earthquake, which destroyed several hundred dwellings. The shocks continued to be felt at intervals for five days. Not a single life was lost, although over two hundred houses were rendered unfit for habitation. A few houses known as a sailors' resort came tumbling down with a crash. The loss is generally estimated, including the damage done to buildings, at one million of dollars. The principal public buildings which suffered were the Adonai, the churches, Merced and Mary, the cartel of the National Guard, the Hospital and the Temple of St. Domingo. At Copiapo, Guguimbo and Cobija, slight shocks were felt. The captain of a vessel from the South reports having felt a severe commotion in the sea forty miles from land. The American frigate Raritan let go her lead immediately, and had great difficulty in hauling it in, the convulsions at the bottom of the sea having caused it to sink three feet in the sand.

The Hon. Mr. Howe, Provincial Secretary of Nova Scotia, arrived in town on Tuesday evening last, in company with the Hon. E. B. Chandler of Westmorland, on their way to Canada, to attend a meeting of delegates from the Governments of the Provinces, which commences at Toronto on the 14th inst., to take into consideration various matters of importance to these Colonies, including the construction of Railways.

Since leaving Halifax the Hon. Mr. Howe has attended several meetings for the purpose of explaining his Railway scheme and the proposals of the British Government relative thereto. The meeting in this City was held at the Mechanics' Institute on Wednesday. On that occasion, the Hon. John Robertson and Messrs. J. H. Gray, and Wm. Ritchie replied to the statements of the Hon. delegate. We insert a short notice of the meeting, furnished by the Secretary, but the whole was fully reported by George Blatch, Esq., and as the question is one of much importance, we propose to publish the full report next week, when the public will have the whole matter before them.

Mr. Howe's arguments had no effect in altering late opinions we hold and have often expressed—that however willing, it is impossible for New Brunswick to fall in with Mr. Howe's scheme. From all we can learn, this is the general opinion of our prudent business men. As Mr. Howe goes to the Convention prepared to say that Nova Scotia will not build beyond her own boundaries, and Mr. Chandler can only re-echo what has been agreed to by Lord Grey, Lord Stanley and Mr. Howe himself, that the resources of New Brunswick are not even adequate security for the sum necessary to construct the North Shore line; we do not see that any other conclusion can be arrived at than that the proposition, in its present shape, cannot be accepted by either of the parties.

We are glad to learn, however, that the negotiations which will be required to put the Halifax and Quebec scheme into anything like a reasonable shape, are not likely to prevent the immediate commencement of the European and North American Railways by London. We are informed that the fugitive bills have been assented to, and that offers have been made by contractors offering to build in England, to take the Debentures in payment, and to let the whole road with their own means, and take the risk of getting the balance of stock subscribers. —St. John's Courier, June 7th, 1849.