

you, my brethren, the assurance of my fraternal affection, and it is by the holy number that I recommend you all to the all-powerful protection of the Great Architect of the Universe, who gives us peace, joy, and benediction.

"OSCAR.

"Stockholm, September 17, 1851.

"AD TAUVON,

(L.S.) "Grand Secretary of the Grand
"National Lodge of Scotland."

RAILWAY DEBATE--Continued.

From the Fredericton Reporter.

Mr. Hatheway would not impugn the motives of the Government, but in opposing this Bill he had the will and interests of his constituents to attend to. It was beyond the limits of the case to compare the old Facility Bill with the present one. Every one knew that the amount laid down for the construction of that Road was £4 or 5,000 per mile, while this, with its adjuncts, would amount to double that sum. With respect to the sincerity of the Government, as he had already observed, he would say nothing; but he felt bound to ask the question, where would the members from the North and those from York be now, if they had depended on the agreement and the Bills, and not held the caucus meeting of yesterday?—Had he wished to bring the strongest possible arguments against the present arrangement, he could not desire better than those last year furnished by the Hon. Mr. Chandler the great Earl Derby of New Brunswick, and now the prime mover of what he then condemned. Even the President of the Company had assured him (Mr. Hatheway) that the different roads would not be commenced simultaneously, and even were the line built to Calais, it would not be expected that some hon. members who at this moment hold their seats on the avowed condition that they would do their utmost to remove the Seat of Government, would sustain the construction of a Branch to Fredericton. Then apart from the high rate at which we are to pay Mr. Jackson, we also give him our lands—"No" by a member, "it is the Company who furnish the lands." The Company? He would like to know where is the Company, and whether there is such a tangible and responsible thing in existence. What he knew was, that the Government had it in contemplation to build 357 miles of Railway at a cost to the country of £60,000 annually, and this he thought far beyond the means of the Province.

Mr. English spoke at considerable length, but we are unable to give any thing beyond a synopsis. He said he rose with much diffidence, having been absent during the discussion of the question yesterday, and hoped that no observations of his should be taken as personally offensive, as he had a duty to discharge to his constituents which would render plain speaking necessary. He was sorry to find himself compelled to differ from what he saw would be a large majority, but he believed the people were at present Railway mad. They had escaped the measure which they would have last year inflicted upon the Province, not by their own wisdom, but by the action of the Home Government in refusing them the money; and here he must say that he never believed the Queen's Ministers sincere in the wish to furnish that money, he always thought they were only gassing us in a quiet way, in order to get rid of our demands. The whole revenue of this Province might be estimated at £100,000, and the expenditure now anticipated on this single branch of outlay amounted just to £180 interest, for the use of every mile made, besides the working expenses. This outlay might be sanctioned by such large places as St. John and Fredericton, but would never be sustained by the farmers throughout the Province, who could expect no equal remuneration for the expenditure. For argument sake he would suppose that the working expenses would be paid by travellers; but still the enormous amount of £180 per mile for the whole route must be paid by taxing the people. Mr. Jackson had made a good bargain with the Province, and the more so as he could obtain money at home for 2-2 or three per cent, which would pay him 6 per cent here, while dealing with a company of straw—one

in fact which was not in existence. The demand of the York members was a foolish one, for a branch to Fredericton would rather injure than promote its prosperity. This observation he founded on his knowledge of American roads, where the termini were invariably built up, and the adjacent small towns ruined by absorbing their trade in the greater. Already the Province stood pledged for a large amount to the St. Andrews Railroad, and he felt convinced in the event of the present plan succeeding, that the common schools and common roads of the Province must be left without a farthing to support them.

He thought the clamors for this road, who had last year advocated an addition to the Lunatic Asylum, should go themselves and get cured of their folly; as he found that, beyond the mere expenditure of the money, there was little desire for Railroads in the Province. This he had gathered from significant remarks and hints while lately in St. John; the inhabitants of which must be perfectly satisfied with the cheapness of their communication with the United States; as they could now get the freight of a barrel of flour from Boston at the low sum of 7 1-2d. He had no doubt that the whole plan in St. John centred in the line to Shediac; for they could expect nothing from travellers, so long as they did not give themselves a terminus. He had himself often travelled by Railway through towns in the United States without leaving 3d. behind him, or having time to take more than a single cup of coffee. He was not an enemy to Railroads, if made with due regard to the wants of the country, and to prove that he was not, he would be willing to give £1,200 per mile from the Province Funds, wherever the people were willing to supply the remainder from their own.

Mr. Botsford made some severe strictures on the speech of Mr. English, which led to several explanations; among the rest, to a statement from Mr. Hatheway to the effect that the Hon. Mr. Grey confessed he was unable to give at the present moment, the names of the parties comprising the present Railway Company. Mr. Botsford proceeded to state that the Company deserved the greatest commendation for the manner in which they had overcome difficulties under which ordinary men would have yielded. It was not fair, he said, to estimate our present low Revenue as likely to continue after the Province should commence participating in the vast benefits of Railroads; for instead of £100,000 annually, we might expect to have a revenue of three, four or five times that amount. The object of this great undertaking was not merely to connect two Parishes, two Counties, or even two Provinces; the design was much more comprehensive, as it contemplated nothing less than the connection of the old and new Worlds in one common pathway. The Facility Bill of last year pledged the Province to a much heavier amount than the present one, without being so comprehensive; for there was no doubt that under the present arrangement both Fredericton and the North would from their own importance command Branches which the former place would not have afforded. With regard to the injurious tendency imputed by the hon. member from Carleton to Branch Railroads, it was not for a moment to be apprehended; he would as soon believe that the River St. John would injure the bread district through which it flows, as he could that the country would be injured by the construction of Railroads.

LAST HOURS OF DANIEL WEBSTER.

We extract the following account of the last hours of Daniel Webster from the Boston Bee:

"From Friday evening—the date of our last private despatch—to the hour of his death, Mr. Webster suffered more or less; the terrible attacks of the vomit having set in several times. These were attended with great prostration, and each fresh attack found the great man nearer and nearer his grave. Anodynes were administered from time to time, which in some degree relieved his excruciating tortures. During all this time his mind was clear and firm; as majestic and sublime in the hours of approaching dissolution, as it had been in the hours of his palmyest great ones. Mr. Webster, from

the first hour of his sickness, exhibited at once the truly great qualities of a christian and a philosopher.

At 11 o'clock, Friday night Mr. Webster was again seized with vomitings, though at this time they were slight. Between 1 and 2 o'clock Saturday morning, he was again attacked, and for three quarters of an hour suffered terribly. Toward dawn he fell into a quiet sleep, in which state he remained for several hours.—On awaking he conversed freely with his family and those about his bedside.

In the afternoon there was some decrease in the swelling of the abdomen, with fewer symptoms of nausea. But no indications on which to ground the least hope were manifested. It was evident that the illustrious "Defender of the Constitution" was nearing "that bourne from whence no traveller returns." The hour was a most solemn and sad one for the family, relations, friends, the State, the Nation, the World. The beams of the great luminary were becoming dimmer and dimmer. The worst was more than anticipated.

About half-past 5, Mr. Webster was again seized with violent nausea, and raised considerable dark matter tinged with blood. Exhaustion now increased rapidly, and his physicians held another consultation, which resulted in a conclusion, that his last hour was fast approaching.

He received the announcement calmly, requesting that the female members of his family might be called in. To each, calling them individually, he addressed a few words of farewell and religious consolation.

Next he called in the male members of his family, and the personal friends who have been there the last few days. Addressing each by name, he referred to his past relations to them, and one by one, bade them an affectionate farewell.

Shortly after he conversed with Dr. Jeffries who said he could do nothing more for him than to administer occasionally a sedative potion.

"Then," said Mr. Webster, "I am to lie here patiently till the end. If it be so, then may it come soon."

Peter Harvey, Esq., was again called in, and Mr. Webster said, while placing his arms around Harvey's neck: "Harvey I am not so sick but that I know you; I am well enough to know you; I am well enough to love you, and well enough to call down the richest of Heaven's blessings upon you and yours. Harvey don't leave me till I am dead. Don't leave Marshfield till I am a dead man."

Then, as if speaking to himself he said: "On the 24th of October all that is mortal of Daniel Webster will be no more."

He now prayed in his usual voice, strong, full and clear, ending with—"Heavenly Father, forgive my sins and receive me to Thyself, thro' Christ Jesus."

Repeatedly in the course of the forenoon and the early part of the afternoon he conversed freely and with great clearness of detail in relation to his private affairs. In reference to his funeral, he left explicit orders that his remains be entombed upon his farm at Marshfield, and that they be followed to their final resting place by his family and neighbors. He also desired that the services be performed by the Parish clergyman. He wished for no pomp or display.

At half-past 7, Dr. J. Mason Warren arrived from Boston to relieve Dr. Jeffries, as the immediate medical attendant.

From this hour up to ten o'clock the great man failed rapidly. Arousing from a lethargy at 10 o'clock, his countenance became animated, and his eye flashed with its usual brilliancy, he exclaimed,—

"I STILL LIVE!"

and immediately sunk into a state of tranquil unconsciousness. Those were the last words of Webster. His breathing now became fainter, and his strength seemed entirely prostrate. He lingered in this condition until twenty-two minutes to three o'clock, when the spirit returned to its God,—and Daniel Webster was no more!

FUNERAL OF THE HON. DANIEL WEBSTER.—The mortal remains of this great man were consigned to their final resting place at Marsh-

field on Friday last, attended by an immense crowd of mourners from all parts of the Union. The public officers of Boston went in a body, and all places of business in that city were closed during the day, and the publication of the evening papers suspended.

The body was interred in the old burial-ground, about a quarter of a mile from his residence. It is on an eminence, and in its very centre was erected the first meeting-house built in the town, more than two hundred years ago. Gov. Josiah Winslow, one of the early Governors of Massachusetts, was buried there.

The death of Webster will leave a void in public affairs in the United States which it will be hard to fill.—New-Brunswick.

MINUTE OF COUNCIL RESPECTING THE FISHERIES.

"About half-past 12 o'clock, Mr. Needham moved the address, of which he had given notice, for any remonstrance, or minute of Council, relative to the Fisheries, made by the Government, and the following minute of Council was laid on the table by the Attorney General, and read:—

IN COUNCIL.

St. John, Sept. 10, 1852.

PRESENT—

His Excellency the LIEUT. GOVERNOR,	Hon. Mr. HAYWARD,
Hon. Mr. CHANDLER,	" Mr. HAZEN,
" Mr. PARTELOW,	" Mr. KINNEAR,
" Mr. KINNEAR,	" Mr. GRAY,
" Mr. WILMOT,	

Submitted the following Minute—

The Executive Council of New Brunswick deem it their duty to impress upon Her Majesty's Government, their most earnest wish; that no deviation should be made from the principles laid down in the treaty of 1818 with the United States on the subject of the Fisheries, but, on the contrary, that the rights of British subjects—according to the proper construction of that treaty—should be rigidly enforced.

The people of British North America now numbering over 2 and a-half millions, are peculiarly and deeply interested in the preservation of their rights, and would consider the surrender of the privileges they now enjoy as such an abandonment of their interests, as could not fail to excite well justified discontent.

It will be admitted, the Council hope, by Her Majesty's Government, that the Governments of these Colonies are fully conversant with the great value the inhabitants attach to this important subject, and the Council humbly trust that in any negotiations which may hereafter take place between Her Majesty's Government and that of the United States, His Excellency the Governor General and the Lieut. Governors of the respective Provinces be consulted with reference to such negotiations.

In the commercial transactions between the British Provinces and the United States, the latter possess a decided advantage. Their goods are suffered to be imported upon the same terms as those charged on British merchandise, and New Brunswick has been prevented by Imperial authority, contrary to the wishes and feelings entertained by the Legislature, from discriminating duties. While the goods of the United States are here admitted at a duty of 8 1-2 per cent, *ad valorem*, our productions—as well raw as manufactured—pay there an average duty of 25 to 30 per cent.

Her ships cannot be sold in American markets and obtain registers. Theirs can come in and be sold, transferred and receive British registers, as if built in the British dominions.—American steamers, thus conveyed, are now plying on the river St. John with British registers.

What our people want are equal rights and commercial freedom, and they would then not fear competition.

GREAT PRESSURE IN THE COTTON MARKET.

—Upon opening a large power-pressed bale of cotton at Cincinnati, the other day, a dead negro boy was found in it, pressed to the thinness of a four inch plank.

A Roman Catholic clergyman is to take part at the next quarter sessions for Sligo, on the old charge of a too generous use of the "horsewhip" on a young girl who had fallen under his displeasure.