

his subscribers, now and then speaking a word for his paper, cheering him on in his course by smiles of approbation; with such subscribers as these he must be a doll indeed who would not get up an interesting sheet; for these, we would forswear comfort, ease, leisure, every thing that could possibly step between us and the gratification of every laudable desire on their part. We would know no other pleasure than their satisfaction; how much then can the supporters of a newspaper do to make it interesting and respectable; indeed without concurring efforts on their part the publishers of a newspaper will not, cannot, bestow the attention to make it what it should be."

UNITED STATES AND MEXICO.—A Philadelphia paper contains the following piece of important news:—

"From Washington we have a stirring rumour to the effect that two more of the near provinces of Mexico have applied for admission into the Union. Despatches, it is said, have been received communicating the fact to our Government, of the combination of the powers of England and France to resist the 'Republican encroachments.' By news from Pensacola, in another column, it will be seen that the steamer Mississippi had arrived there, having sailed from Vera Cruz at the same time with the Princeton, with despatches of such importance as to demand this duplicate conveyance, and that they were immediately forwarded to Washington. This seems to give strength to the rumour."

"A number of prominent naval officers have been ordered to repair to Washington for instructions. It will be remembered that Mons. Guizot advises an interference with the 'encroaching policy' of our government, for the purpose of maintaining the balance of power. We give these reports as they reach us without comment."

THE SEASON.—We mentioned in our last, that snow was falling when our paper was put to press. We think in our immediate neighbourhood not less than six inches fell—and we learn that towards Richibucto it was much deeper. On Tuesday, Wednesday, Thursday, copious showers of rain descended, accompanied on the night of the second named day, with heavy peals of thunder and vivid flashes of lightning, which has nearly carried away the snow leaving our roads in a "shocking bad state."

COUNTY OF WESTMORLAND.—We perceive that our neighbours in this County are sensibly alive to the importance of the contemplated Railroad to connect Canada and Halifax. A public meeting was held on the 1st instant, at the Sackville Hall, pursuant to public notice, the Hon. William Crane presiding. The following Resolutions were proposed and unanimously adopted:—

1st. Resolved, that this meeting view the establishment of a line of Railway connecting the Provinces of Nova Scotia, New Brunswick and Canada, as contemplated by a public Company now in course of formation in London, as an object closely connected with the best interests of these Colonies; being at the same time eminently calculated to strengthen the ties which bind us to the Mother Country, and to afford the means of establishing that perfect intercourse (indisputably so imperfect now) which is essential to their mutual prosperity and happiness.

2d. Resolved, that this meeting regard with marked approbation the proceedings of the promoters of this great national undertaking, and will cordially co-operate with them and with the Legislatures of these Colonies in carrying this magnificent enterprise into operation, by giving its assent to free grants of land to the Company, of such portions of the ungranted lands, over which the contemplated line may pass, and also to such an annual appropriation from the Provincial Revenues, for a term of years proportionable to the advantages that will be derived from this great work and to the rate of the funds of the Province; and by affording every other facility and encouragement within its power.

3d. Resolved, that this meeting should ardently refrain from throwing any difficulties in the way of the successful accomplishment of this all-important project, by creating differences of opinion, by fomenting local jealousies, and by dividing the energies of the people of these Provinces in inconsiderately selecting any one particular line for the Main Railway in preference to another, before the Capitalists in Great Britain, who must eventually decide this question, have had the opportunity of doing so upon the report of competent Engineers, and after an actual examination of the face of the country; that this meeting is prepared to give equal support and encouragement to whatever line may be thus officially adopted, notwithstanding its decided opinion that a central line over the Isthmus of Cumberland direct to the Canada line, offering as it does the principal tract of ungranted lands in these Colonies, and presenting a general summit level for the operations of the company, unquestionably possesses superior advantages to the proposed line up the valley of the River Saint John, which has

attached to it the insuperable difficulties consequent upon a winter navigation of the waters of the Bay of Fundy.

4th. Resolved, that a Committee be appointed in order to effect the objects of the meeting as contained in the preceding resolutions, and to correspond with the Provisional Board of the Halifax, Quebec and Montreal Railway Company in London, and that the following gentlemen do form the said Committee with power to add to their numbers, viz:—the Hon William Crane, W H Buckersfield, A. E. Botsford, A. McFarlane, and R. B. Dickey, Esquires.

On the 6th instant, the Committee met, and we are indebted to the Halifax Times for the following account of their proceedings:—

The Honorable William Crane in the chair. Mr. W. H. Buckersfield was appointed Secretary to the committee.

The Honorable E. B. Chandler, of Dorchester; Joshua Chandler, Esq., High Sheriff of the county of Cumberland; Wm. Sayre, Esq., High Sheriff of the county of Westmorland; R. Mc G. Dickie, Esq., Member of Assembly for the county of Cumberland; and Michael Gordon, Esq., Collector of Her Majesty's customs for the county of Cumberland, were added to the committee.

The Secretary reported that he had been in correspondence with the Hon. Sir Richard Broun, Baronet, Chairman of the Provisional committee of the Halifax and Quebec Railway and Land Company, and that in pursuance of his request he had recommended a Line of Railway to be adopted, as presenting few physical difficulties, from the northern extremity of the city of Halifax along the valley of the Subenacadie to the Stewiacke, and then diverging to the town of Truro. That it should pass through a gorge between the hills trending from the Cobequid Mountains to the head of the Wallace River to the southward of Wallace and Pugwash, passing the Cumberland Isthmus a few miles north of Amherst, and crossing the boundary of the Province of New Brunswick, and thence to the neighbourhood of the Bend of the Petitcodiac. That it should then keep the nearly level tract between the streams flowing into the Gulf of St. Lawrence, on the one side and the St. John River on the other, to the southwest branch of the Miramichi River, and thence in a northwest direction to the Great Falls. That its course should be from the Falls on the east side of the Saint John and Madawaska Rivers to Canada, taking as a guide the line surveyed for a Military Road.—That he had also drawn the attention of the Provisional Committee to the facilities this line would afford for constructing branches to Pictou, Saint John, Fredericton, Miramichi, and other places whose trade might require such an accommodation, and also, for a communication with Prince Edward Island, and to the Minerals contained in the districts over which such Railroad would pass. And that he had in subsequent letters shewn the comparative population, extent of cleared land, and number of miles, as far as information could be obtained in the townships, traversed by this Central Line, as well as to the saving of distance thus effected in the direct line between Halifax and Quebec, and the disadvantages and interruptions which the navigation of the Bay of Fundy would occasion to this great National line of inter-communication.

Resolved, That the several letters of Mr. Buckersfield, bearing date respectively the 29th of August and the 12th and 26th of September last, be fully approved and adopted by this Committee.

Resolved, That the Secretary do transmit a copy of the Resolutions passed on the first of November inst, with the Resolutions of this Meeting, to the Secretary of the Halifax and Quebec Railway and Land Company.

WILLIAM CRANE, Chairman.

A public meeting of the inhabitants of this County, was recently held at Sackville, to devise measures for establishing a Steam communication between St. John and the head of the Bay. Resolutions were passed, and a prospectus submitted. The capital required is estimated at £5,000, in 500 shares of £10 each.

MORE ABOUT THE RAILWAY.—The following is a copy of a Circular sent to influential persons in Nova Scotia and New Brunswick, from James B. Uniacke, Esq., Secretary of the Nova Scotia Provisional Committee.

"Dear Sir—Although unacquainted, I take the liberty of addressing you on the subject of the proposed Railway from the Atlantic to the St. Lawrence. The route preferred by the Committees of Quebec, Montreal, and Halifax, is by Truro, Cumberland, thence to Grand Falls, thence to the Saint Lawrence; that proposed by the Merchants of Saint John is via Digby in Nova Scotia, and by the Vale of St. John to Grand Falls, thence to St. Lawrence; that proposed by the people of St. Andrew's, is from Digby via that place; the two latter Lines involve the passage of the Bay of Fundy, thus producing uncertainty, risk, necessity of transshipment, and finally the impossibility of combining the Electric Telegraph, so important in a national point of view, and therefore, I think, must be abandoned, and the first Line adhered to; indeed, if the people of New Brunswick were sincere in their arguments for Bay Verte

Canal, this will virtually accomplish the object, besides opening the whole country to the source of the Mississippi, where information of the markets of Europe may be obtained two days earlier by the St. Lawrence, via Halifax, than any other route, beside also a rapid intercourse by branch Lines to Miramichi, Restigouche, &c.

"Should you concur in our views, it is important to occasion some public demonstration, which can be effected by convening Meetings and embodying information in Resolutions—perhaps on the following heads. 1st. The level afforded from Halifax to the St. Lawrence, the elevation of any intervening hills, and the probable rise, whether one in 50, 70, or 100. The Agricultural capabilities. The Timber, and whether Juniper, Pine, &c. abound. The Mineral resources, whether Coal, Iron, Salt, &c. Facilities of constructing the Railway, whether Piles can be driven and Rails laid on them. Probable traffic on the respective Sections when finished, thus,—From Truro to Halifax—1st Section; from Amherst to do., 2d Section; from Dorchester to do., 3d Section, &c. Opinion on the proposition requiring the passage of the Bay of Fundy always dangerous, but particularly in the winter season, when fogs and ice render its navigation tedious and uncertain, even by Steam.

Hoping to hear from you on this important subject, so replete with advantages to British America, I remain, with many apologies for intruding on your time.

Your faithful servant,

JAMES B. UNIACKE.
Secretary Halifax Provisional Committee.

MILITIA GENERAL ORDERS.

Fredericton, 11th Nov., 1845.

1st Battalion Gloucester Militia.

Captain Francis Ferguson to be Major, vice John Fraser, retired with his rank.

Major Elijah Fowler, of the 3rd Battalion Northumberland Militia, is allowed to retire with his rank.

By Command.

GEO. SHORE, A. G. M.

Marriages.

On Thursday, 13th inst., by the Rev. William Henderson, Mr. ROBERT MCKAY, Jun. to Miss HANNAH CLARK, both of the parish of North Esk.

At Newcastle, on Thursday last, by the Rev. William Henderson, ALLAN A. DAVIDSON, Esq. Barrister at Law, to MARGARET JANE, eldest daughter of Mr. Hugh Hamill, all of Newcastle.

[Our lads have been in Luck's way the last six or seven weeks—scarcely a paper has been issued during that period, without some marriage being recorded, and the parties have "remembered the devils" in our office. The above notice was accompanied with a most bountiful contribution of cake, for which the parties named in the envelope, return their acknowledgments; and we join them in wishing the "united pair" health and happiness.]

Shipping Intelligence.

PORT OF MIRAMICHI.

Arrived.—Brig British Union, London.

Bark Carleton,

Schr. Lord David, Quebec.

We hear there is a number of vessels below, bound up.

PORT OF RICHIBUCTO.

Cleared—November 13, bark Elizabeth Holderness, Predger, Hull. 14th—brig Enterprise, Durie, Leith.

The Fredericton Mail.

The papers by this mail contain but little news of interest. We make a few selections from them below.

Quebec Gazette Nov. 12.

The Weather.—The rain which continued with an easterly wind from the night of the 8th instant, ceased on the afternoon of the 10th, when the wind came to the west. Yesterday morning the thermometer was down to 25°, and it continued to freeze in the shade the whole day. This morning the frost continues, and some snow now lies on the distant mountains.

The steamship St. George, Capt. Mathieson, arrived here yesterday afternoon from Prince Edward Island and Miramichi, which latter place she left on Thursday last, and encountered very severe weather. She reports having seen a vessel on shore (a ship or a bark) on the Manicouagan Shoals, with her topsails unfurled. The St. George is a strong and substantial sea boat, and is propelled by two 50 horse power engines. Her cabins are well fitted up and can accommodate about sixty passengers. She is owned by Wm. Stevenson, Esq., of this city, who

we learn, intends to employ her in towing, and in plying to River du Loup and other places below this harbour.

Woodstock Telegraph, Nov. 15.

The Steamer Reindeer arrived here on Saturday evening last, and started on Monday morning for Tobique and Grand Falls. The former place she reached on the evening of Monday, and the latter place Tuesday afternoon in perfect safety. The White Rapids, Rapid de Femme, and the Little River Rapids have been heretofore considered insurmountable obstacles to Steam navigation but the late trip of the Reindeer has dispelled the illusion, and afforded sufficient proof if any more were wanting of the capabilities of the boat.

Head Quarters, November 19.

Terrific Storm of Wind and Rain.—The Boston Mail of the 10th instant, contains a notice of a terrific storm of wind and rain which happened in that City on the night previous, and expresses fears for the safety of the vessels which might then happen to be on the coast. A little before sunrise on the same morning, a large unfinished marble factory situate on Charleston street was so forcibly struck by the North West wind, that it fell to the ground with a tremendous crash, crushing in its fall three wooden buildings adjoining; but no lives were then known to have been lost.

The report made by the falling mass was tremendous, and the concussion produced a tremour in the ground, near the spot, resembling an earthquake. The building was without a roof, and the walls quite green.

From the New York Express.

England and the United States—The President's Forthcoming Message.

The relations between the United States and Europe form the great topic of conversation in all circles, and between all parties, at the present time, in this metropolis and in all other parts of the country. The prospect of the serious differences between the two nations, leading to a collusion, has been increasing since the inaugural message of the President was commented upon in the British Parliament. Since that period public opinion in both countries has been giving new developments of the views and sentiments entertained, relative to their relations with each other, as expressed by their respective governments.

On this side of the water, on all hands the question is asked what will be the temper of the President's message, and of the debates in the ensuing Congress? This important question has received so far at least as regards the character of the message, and the policy determined upon by the administration, an explicit reply in a very important and very extraordinary article which has recently appeared in the columns of the President's organ at Washington. The Union—a newspaper published under the auspices of the President and the Cabinet—published last Friday a leading article, declaring in the most unequivocal terms the absolute right of the United States to the whole of the Oregon territory down the Russian line; and the manner in which this declaration is made reveals beyond the possibility of a doubt, that it is a positive but informal announcement of the President and the Cabinet previous to the opening of Congress. On this point there can be no question. We always believed Mr. Polk's opinion on this important question to be as broad and as long as is represented to be. This opinion received strength and concurrence by developments made during the recent election in this great metropolis, and by the unanimity of all parties in the United States.

Oats, Butter, &c.

By the schooner Happy Return, from Prince Edward Island, just landed—
1000 bushels OATS,
5 tubs BUTTER.

H. C. D. CARMAN.

Chatham, November 15.

Notice.

All persons are hereby cautioned and forbid to purchase or receive in payment, two NOTES OF HAND, drawn by me in favour of John Goofray & Co, for the amount of Ten Pounds each, which notes have been paid to Thomas Fells, Esq. partner of John Goofray, in full. The said notes have been repeatedly called for, and various excuses offered for not given them up.

his
EDWARD ROBIEHAUX,
mark.

Witness—William Wetzel.
Shippagan, October 16, 1845.