

on the score of economy, the post office authorities cannot afford to give us an express with our English mails, it might be possible for them to retrench in another way, and dispense with the services of the Post Office Surveyor, and apply the sum thus saved to give the people their English letters and newspapers, within a reasonable period after their arrival at Halifax. This is a matter which the government of the country ought to see to. Nova Scotia has little or no interest in the speedy transmission of our English mails. Canada is otherwise provided for, while the peaceable inhabitants of this province are left to the solemn progress of the regular courier, who 'wends his weary way' twice a week between Halifax and Fredericton, with their letters and newspapers.

In answer to some enquiries made in the Canadian House of Assembly respecting the Post Office establishment in the Colonies, Mr Hincks replied:—

It was the intention of the government to introduce during the present session a measure relative to the transfer of the post office department to the provincial government, and also to the reduction of postage to 8d. per half ounce. That the provincial administration was now consulted on some of the appointments to office therein, and it was true that during the year 1848 some officers of the said department were appointed in England and sent out to this province, and the provincial administration not being consulted with regard thereto, could not approve of such appointments, and they have the power to inquire into and regulate emoluments of officers of the said department, amount of duty and responsibility of said officers, and the emoluments they receive as compared with those of other branches of the provincial service.

**MEETING IN FREDERICTON.**—It appears that a meeting of the inhabitants of the above named city is to be called, to give an expression of opinion on the present affairs of Canada.

**SEAL FISHERY.**—Accounts received speak favorably of this Fishery in Newfoundland and the Magdalen Islands.

**UNITED STATES AND CANADA.**—Handbills have been posted in New York, calling a general 'Mass Meeting' of the citizens, to consider what is their duty as Americans as regards Canada.

**STATE OF OUR PROVINCE.**—The last number of the St John Morning News contains a long and highly interesting speech made by the Attorney General, on closing the St. John and Shediac Railway debate. The picture he draws of the wretched state of our province, is a very deplorable one, and we regret to add that it is a true one. We select from it a few paragraphs:—

He (hon. At. Gen.) felt—deeply felt—that the country in its present enfeebled condition, called loudly upon them for relief—the undivided energies of the Legislature of this Province were required to devise measures to assist the people in this trying emergency; the day of Parish legislation had gone, and he trusted for ever, and hon. gentlemen who were sent here delegated with the important trust of Legislation for the people of this Province, must henceforth learn to look a little beyond the confines of their own immediate Counties, if they would wish to keep pace with the growing improvements of the age, or save their country from depopulation and ruin. Any man who had lived in this country for the last ten years, must have been blind indeed, had he not discovered in the progress of events, a process at work hostile to the best interests of the Province; it could not be denied but that the whole country was gradually sinking—property was rapidly deteriorating in value during the past four or five years and the hearts of a stalwart peasantry were fast sinking within them—in the name of heaven what could be done to stay the life blood of the country from ebbing out of it; almost the last cord that bound a once loyal, devoted, and contented people to the land of their fathers, had been severed, and hundreds were weekly tearing themselves from friends near and dear to them, and with tears in their eyes, turning their backs upon the country that gave them birth, to seek for bread in a foreign land. This was no ideal picture which he had drawn—the steamers which left Saint John weekly for the United States, were crowded with our people, and scenes such as he had described were not of unfrequent occurrence, and it could not be matter of surprise—should the minds and affections of the people turn to that country which afforded them succour in the hour of adversity and of need. Was he told that he spoke plainly in this matter?—he felt it his duty to speak out upon the subject—it was with painful feelings that he felt constrained to make such avowals as this, but the day had gone by for endeavouring to smother and conceal these things—would to God he could have the privilege of being heard before the British Parliament upon the subject—would to God he could have the privilege of telling the British Government that their present Commercial policy was fast ruining the North American Colonies, and driving under a happy and loyal people to seek a living under a foreign flag. He agreed fully with Major Robinson, that the great Trunk line was indispensable in a national point of view, and he regretted that Mr.

Merivale should have come to the conclusion to state, that it would not pay as a commercial undertaking. The Commissioners at Whitehall doubtless argued this way in coming to the conclusions promulgated in their letter touching Major Robinson's report—the Halifax and Quebec Railway will not benefit us, in England, in a commercial point of view, because the free trade policy will give us our produce at Foreign ports cheaper than we could obtain it at Halifax, were this line constructed; whereas, did they wish to retain the Colonies—or could they see these things as we do, they would not stop to make commercial calculations, but would build the Railway at all hazards. These were the considerations which had influenced him and other hon. members of the Select committee to make use of the language which they had chosen in their report; he denied that he for one had made use of that language in haste at all—he had signed the report deliberately, after having given the subject every consideration, and he could not believe that he would ever live to see the day when he would regret having done so. Hon. members had scouted the idea that there was any desire on the part of the people of England to throw off the Colonies; the hon. member for Westmorland (Dr. Wilson) had said, that it was impossible to throw us off. He would now read an extract from a work which he held in his hand, and which would show what the Duke of Wellington's opinions were upon this subject: the Duke says—'I have observed in this country for some time, a growing desire to get rid of our North American dominions—a desire that they should become Republics. This desire prevails among a very large party in this Country. I am aware that there are also others, not, however, acting from the same motives, who desire that the separation shall take place, tranquilly, if possible, but at all events it should take place. In my opinion these gentlemen are mistaken. It is my decided opinion that considering the resources and the power of the colonies, this country would sustain a heavy loss indeed if these colonies were to be separated from it.' Yes there could not be a doubt but that such a party did exist in England, and that party was increasing every day. The noble Duke might truly say that England would sustain a heavy loss should the North American colonies be cast off; yet the Manchester league would drown the voice of the noble Duke, and the colonies were being sacrificed to the sordid calculations of the Manchester Calico merchants.

The hon. and learned member (Mr Carman) had read from the margin of the report which he said was not in his own handwriting, 'blood was spilled in the old colonies before language such as this was used.' What did the hon. member mean by using this language, did he mean to impeach his loyalty? if so he would find himself mistaken in the man; perhaps his loyalty might differ in some particulars from that of the hon. and learned gentleman—he (Mr W.) wished to be loyal to his country, and to his country alone. The hon. and learned member had laid great stress upon this paragraph of the report. Do the people of England wish to retain the North American colonies or not? If they do, the trunk railway is indispensable, and should be completed at any cost; if on the other hand there be a prevailing disposition at Home to throw us off, it will be far better to do so at once, and not leave us as at present, depending upon hopes never to be realized, and looking for aid from whence it can never be derived. Well, was not this language true? But, said the hon. and learned member, what has the British Government done to call forth such language as this? he would tell him what they had done, he would point that hon. gentlemen to the deserted farms, the silent saw-mills, and the bankrupt merchants who filled our courts, these would tell him in silent but touching language what had been done, that they had gone on and built saw mills, in the full assurance of receiving that protection and encouragement in the British market to which as dutiful and loyal subjects they were entitled; but they had leaned upon the reed and it had broken. Let the hon. and learned gentleman look to the British West Indies and the Mauritius, and behold the ruin which surrounded him on every hand in those once flourishing islands; a plantation selling the other day for £20 which a few years since could not have been purchased for £10,000. The fact was he could not believe the people of England really understood what they were doing, they seemed to be rushing headlong in their mad career of Free Trade, and God only knew what the result would be, we were wasting away gradually day by day, and eventually would be left a perfect nothing—a nobody. Was this the time for colonists to deal in adulation and soft sounding language? did it not rather become them as men to speak boldly out in this matter, and while they had the means left, and with the best information before them, to do all in their power to bring about a better state of things. (Here the Attorney General read an extract from an article published in Blackwood's Magazine, relative to the colonies, speaking of the colonies and the present commercial policy of England, the writer remarks—'protection to our interests is the only bond of union to the Colonies.' What was this the only tie which bound the Colonies to the parent Government? and the language too from a man living in England? why, had the hon. member from Northumberland been there when the article was penned, it would have aroused his honest indignation. But—said the hon. and learned gentleman—the colonies should not complain, they have been nurtured and fostered into manhood by the Home Government; this was true, and said he, have we

not been protected by the armies and fleets of England? true, what had all this to do with a starving man; what could the hon. member say to one of his constituents, should he apply to him for bread, would he say to him, Oh, my dear fellow, there is no need of starving, there's a regiment of soldiers over at Fredericton, and there is a fine fleet of ships down there; but Sir, I am starving, and what good can the soldiers and ships do me?

With reference to the speech of his read by the hon. member from Charlotte (Mr Boyd) wherein he ridiculed the Shediac line; he did not pretend to deny this, some one near him had whispered in his ear at that time, that this Shediac railway was an attempt towards the removal of the seat of Government to St. John, and on the spur of the moment he had made a little fun of the undertaking. However, since that period he had been over the whole northern part of the province and all along the proposed line. He had always been of the opinion that Carleton was the best grain growing county in the province, but he had entirely changed his opinion in this respect, he was surprised at the beauty of the country and fertility of the soil of the two northern counties of this province, Gloucester and Restigouche, so superior was this part of the country for grain-growing purposes, he was satisfied that an additional fusion of one or two hundred emigrant farmers of a good class into these two counties, that they alone would grow a sufficient quantity of grain to bread the whole province. Beside this the entire gulf of St. Lawrence was lined with fish; he was credibly informed that fully £30,000 worth of fish caught along the Gulf shore during the autumn months, were obliged to be stored there until the next spring because no market could be got at; but give them this railway, and those fish would not only find their way down to St. John, but the trade would be increased three fold in a very short time.

Having gone over the principal arguments adduced against the construction of this line, he would not trouble the committee farther at this time. The subject was in the hands of the committee, and he put it to hon. members generally whether under existing circumstances some effort should not be made to relieve the country. He felt deeply upon this subject—he would like to see the prostrate West Indies—the distressed and crippled Canadas—the deeply injured Nova Scotia and New Brunswick, go home to the parent Government like dutiful children, and lay their grievances at the foot of the throne—tell the government and the British House of Commons that their present commercial policy was destroying us; they did not know us at Home—the value and importance of these colonies were not appreciated by the British people. He had met, during the past season, a gentleman from England—a member of the House of Commons; during a conversation with this gentleman, he remarked that the colonies were of no benefit to the mother country—they were only a burthen upon her; he ventured to enquire the reason why they were a burthen?—Oh, said he, we have to support your Civil List. This showed how little they knew of the real situation and condition of the colonies, and there were plenty of just such men as this in England who should be better informed upon this subject.

**NORTHUMBERLAND GRAMMAR SCHOOL.** The half yearly examination of the Northumberland County Grammar School, at Chatham, took place on Monday, the 7th May, in presence of the Trustees, Henry Cunard, Esq., John Wright, Esq., Wm. Carman, Jun., Esq.; the Rev. Messrs. Bacon, Henderson, McCurdy and Stewart, and several ladies and gentlemen, visitors. Very great proficiency was exhibited in the Classics, Geometry, Natural Philosophy, Arithmetic, Writing and English Grammar. The pupils, generally, showed a most extensive and minute acquaintance with History and Geography. The whole reflected the very highest credit on the able and indefatigable Teacher, Mr Miller, who has conducted this Seminary for many years, with much acceptance and success. It must be very gratifying to the community, that the youth among them are favored with such an advanced system of tuition.—Communicated.

**CANADA TARIFF.**—Fish of all kinds, and however put up, is admitted free of duty.

**LAUNCH.**—A fine Schooner, of the burthen of 111 tons, old measurement, named the Industry, and built by Messrs. Carrigan and Fitzpatrick, was launched from the Chatham Ship Yard, on Saturday last. She is a handsome craft, and we wish the spirited owners every success in their first enterprise.

From the Building Yard of Joseph Russell, Esq., Beaubair's Island, on Friday morning last, a fine ship called the Commissary, 800 tons register.

#### Marriages.

At Upper Nelson, on the 8th inst., by the Rev. John Turnbull, Mr THOMAS DOWER, of the Parish of Nelson, to Miss MARGARET CLARKIN, of the Parish of Chatham.

At Dalhousie, Restigouche, on the 27th April, by the Rev. J. B. N. Olscamp, E. H.

LEGENDRE, Esq., formerly of Quebec, to Miss JANE MICHAUD, of Dalhousie.

#### Deaths.

At New York, on the 25th April, Captain WM. AULD, of barque Margaret, of Greenock.

### Ship News.

#### PORT OF MIRAMICHI.

ENTERED, May 8—schr Matilda, Boudrop, Magdalen Islands.

9th—brig Pomona, Younger, Leith, 36 days—Duncan & Loch; barque Onyx, Hogg, Grangemouth, 30 days—do.; brig Retreat, Kerr, Alloa, 37 days—Gilmour, Rankin & Co.; brig Horatio, Fairburn, Hartlepool, 45 days—do.

19th—barque Lord Mulgrave, Broderick, Hull, 24 days—Gilmour, Rankin & Co.

11th—schr Brothers, McKay, P. E. Island; Siberia, Watt, Halifax, general cargo.

12th—brig Harvey, Creigh, Shields, 44 days—Gilmour, Rankin & Co.

The Brig Mariner, from the Clyde, passed up last evening to Douglstown. A Brigantine from New York, arrived this morning, name unknown; also a schooner. It is blowing a gale from the Eastward.

CLEARED, May 9th—schr Herald, Horan, Quebec.

10th—schr Matilda, Boudrop, Magdalen Islands.

The Retreat picked up the crew of the brig Coverdale, Cocheral, Master, of and from Sunderland, bound to Montreal, with a general cargo. The Coverdale was cut through by the ice, and went down. The crew were in the boats when picked up, 17 miles to the eastward of St. Paul's. The Captain reports that three other vessels went down, being cut through by ice. The crew of one of them were rescued, and taken to Quebec.

The Harvey reports, that near Newfoundland, they saw a vessel go down, but did not know her name, or the fate of the crew.

PICTOR, May 10—The schr Lady Smith, from this port, and schr Mary Ann, from Halifax, with general cargo, both bound for Miramichi, put into this place on the 5th instant, with loss of foremast, having encountered severe squalls in the straits on the night previous.

QUEBEC, May 3—cleared, schrs Marie, Fournier, and Mackerel, Boudreau, Bathurst; Victoria, Deroi, Miramichi. May 1—cleared, schr Providence, Brulot, do. May 5—cleared, schrs St. Andre, Lachance, do.; Vigilante, Jocas, Restigouche. Entered for loading—schr Princess Royal, Restigouche; Maria and Veloce, Richibucto.

HALIFAX, May 8—cleared, schr Defiance, Currie, Richibucto.

#### SAILINGS FROM BRITAIN.

For Bathurst.—April 19, Wear Packet, Sunderland.

For Bay Chaleur.—April 26, Farrago, Liverpool.

For Dalhousie.—April 18, Henry, Ardrossan.

For Gaspe.—April 14, Doris, Cadiz.

For Richibucto.—April 21, Broderick, Shields.

#### Bankrupt's Sale.

By Order of the Commissioner of the Estate and Effects of Bankrupts for the County of Northumberland, will be sold on WEDNESDAY, the Sixth day of June next, at noon, at my office in Chatham,

#### All the Right and Title

Which WILLIAM DICKENS and ROBERT RAMBOW, of Bay du Vin, in said County, Lumbers and Millmen, or either of them, had on the Eleventh day of October last past, of and in the undermentioned REAL ESTATE, viz:

All that certain FARM or Tract of Land situate on the East side of the Road leading from Chatham to Richibucto, and on which the said William Dickens now resides, conveyed to him by the Honorable Alexander Rankin, and containing two hundred acres, or thereabouts.

Also, to a certain other LOT, situate as aforesaid, and at present in the occupation of Joseph Rambottom, and formerly granted to Philip Pickett.

Also, Two-sevenths of a LOT OF LAND of 50 acres, fronting on Black River, adjoining Mark Welsh, about two miles below McKay's.

Also, 1 pair Bellows, 1 Anvil, and a lot of Blacksmith's Tools; 3 pieces Boom Chains; 3 double Caudes, lying in Bay du Vin river.

W. J. FRASER, Provisional Assignee. Chatham, 14th May, 1849.

#### Brunswick House To Let.

The Subscriber offers to let the Brunswick House for two or three years. This house was, during the last summer, fitted up in the best and most comfortable manner, and consists of four good square rooms, a kitchen and wood house, and twelve bed rooms, besides garret room. Also, for sale, Beds, Chairs, Tables, and Stoves, to any person with the house.

The subscriber begs to give notice that the above premises will be kept open for the accommodation of travellers by Wm. H. WATMORE, until a tenant may be had for it.

JOSEPH WETMORE.

Richibucto, 10th May, 1849.