

sider that the infected districts should be put under the care and surveillance of commissioners, and that a sufficient sum should be placed in their hands annually, to be appropriated to relieve the wants of the destitute. The Commissioners should also be required to visit occasionally the families in the different villages, to explain and enforce the importance of cleanliness and wholesome food, and to establish such sanitary regulations as from time to time they might deem advisable. If the Government should think fit to adopt this suggestion, no difficulty, I apprehend would be experienced in finding men duly qualified for the office; and if from the opportunities I have enjoyed, I should be called upon to point out the parties, I would have no hesitation in recommending, for this purpose, two gentlemen well known and universally esteemed by the French population in these parts, Messieurs James Davidson and Roderick McLeod.

Your Excellency will perceive that upon the propositions submitted by me, I have come to the following conclusions: First—That Sheldrake Island should be reserved exclusively for the Leper Lazaretto.

Secondly—That the Quarantine Station should be established on Middle Island.

I have also thought it my duty, after the conflicting statements which have been made, to express to Your Excellency my opinion with respect to the necessity of continuing the Leper Lazaretto, to suggest certain improvements in its management, and further to make some remarks upon the means which are best adapted to prevent the development of the disease in those who may be supposed to have an hereditary taint.

I cannot conclude my Report without paying a tribute of respect to Dr Key, the medical officer of the Quarantine and the Lazaretto. He is a gentleman of eminence in his profession, who with exemplary zeal and industry has kept pace with its improvements; he has rendered important services to the cause of humanity, and already he enjoys a high reward in the unbounded confidence reposed throughout the sphere of his labours, in his integrity and talents, and medical skill.

I have the honor to be, Your Excellency's most obedient and humble servant.
HENRY A. HARTT.
To His Excellency Sir E. Head.

Colonial News.

New Brunswick:

From the St. John New Brunswicker. **Accident.**—We regret to state that Mr. D. Caldwell of this City, Mail Contractor, in carrying the Canadian Mail to Halifax on Tuesday last, lost three of his best horses in the ice on the Kennebecasis River.

Novascotia.

From the Halifax Recorder.

The Railroad—Most Encouraging.—The friends of this enterprise in Nova Scotia New Brunswick and Canada, will be cheered at the announcement by the passage of a Resolution in the Nova Scotia House of Assembly, late on the evening of the 23d inst. pledging the Revenues of the Province for £16,000 and Halifax City by its own unanimous consent for £4000, £20,000 in all, annually providing Great Britain, New Brunswick and Canada guarantee their respective quotas for the construction of the Halifax and Quebec Rail Road. There has been a most determined and manly opposition throughout, led up by the Hon. H. Huntington and Mr Killam, supported by Mr Fraser and the Hon Mr Johnston. This gives a weight and character to the Resolution which it could not otherwise have obtained. The measure has been about ten days before the Assembly and the debate has occupied about five days. It had always been expected that Mr Johnston, would have acted with the friends of the measure. He remained silent during the whole discussion, until the day before the vote was taken when he threw his whole weight against it. The House was not full when the question was taken, but we believe it is a fair expression of opinion. If Canada and New Brunswick, but follow this noble example there is much reason to believe that this great Colonial throughfare will presently be in active operation. So mote it be.

Fearful consequences of an Avalanche.—Those who read of the Alps are familiar with the word *Avalanche*, but the thing itself is strange to most who have heard of it. An appalling one was dislodged,

in our neighborhood, at York Redoubt, near Ferguson's Cove, southward, on Thursday afternoon, which will ever be memorable to the family who have suffered from its effects. A large mass of ice and snow on the slope of the hill, loosened by the thaw and rain, gave way and rushed downwards upon Mr Thomas Bazely's house, which was seated below, burying it and wrenching it from the foundation. In the house, an infant in the cradle was smothered to death! an older child was so severely crushed that his recovery can hardly be expected.—Mr. Bazely himself received considerable injury, and his wife, advanced in pregnancy, suffered greatly from fright, though she fortunately escaped contusion. A girl and lad who happened to be outside, were forced by the driving mass into the sea, but they regained the land; the lad, however, escaped narrowly, having got an arm broken in the scramble for his life. We have gathered these particulars from a hasty interview with Dr. Sawers, who was called to render surgical aid to the sufferers immediately after the disaster occurred.

Halifax Nova Scotian, March 28.

The United States' Congress have agreed to exempt from postage, all Canadian "exchange" papers.

Halifax Journal, March 26.

Survey of the Bay of Fundy.—The survey of the Bay of Fundy, which has been for some time past in course of progress under Capt. now Admiral Owen, will, it is said be resumed this year by one of Her Majesty's Steam vessels, under the superintendence of Capt. Shortland, R. N., who will have his Head Quarters in this harbor. The importance of having this work completed at an early period, must be obvious to every one at all acquainted with the great and growing trade of this portion of North America.

Canada.

From the Toronto Globe.

Canadian Government Educational Measure.—A measure has been brought forward by Ministers of very great importance, in relation to the education of the country. A resolution has passed the House of Assembly to set aside the public lands for the support of the educational institutions of the country, till the annual produce shall amount to £100,000. Till this sum is made up, the grant of £50,000 from the provincial revenue will be continued. These sums will afford a permanent endowment of £30 per annum to 5000 teachers. The measure will doubtless be received with universal approbation.

From the Quebec Gazette.

Canada Common School Fund.—The bill introduced by Mr Price on the part of government, for creating a school fund the interest of which will give £100,000 a year, by setting apart for that purpose a certain quantity of wild lands, has been hailed with satisfaction by all parties out of the Legislature, and has encountered no opposition in either House; on the contrary, the administration has been highly complimented by its habitual opponents for bringing it forward. The consolidated revenue fund will be relieved by it of the present annual appropriation of £50,000 for the support of common schools, and the burden of local taxation for the same purpose will be lightened. Of course it will be some years before this can be done.—The Bill has been concurred in by the Council.

Quebec Chronicle, March 23.

The *Gazette* also informs us that the St. Lawrence and Atlantic Railroad will begin, from Monday next, to run two trains daily between Longueuil and St. Hyacinthe. The cars will leave Longueuil at half-past nine, a. m., and half-past four, p. m., and St. Hyacinthe at seven, a. m., and two, p. m.

Halifax and Quebec Railway.—At a meeting of the Canada Land and Railway Company, held in London, on the 30th of January, it was resolved that measures be taken to obtain funds to enable the Company to commence the first section of this work—from Halifax to Truro.

We insert in to-day's paper two very interesting reports from the mines on Lake Superior; by which it will be seen the Quebec Company have determined to smelt their Copper on the spot, which the Montreal Mining Company have also resolved on doing. Apart from a mere consideration as regards the Stockholders of these two large Corporations, the public have a direct interest in their prosperity; for upwards of £100,000 have already been diverted from this part of Canada to the distant shores of Lakes Huron and

Superior, and its speedy return in the shape of a new, and it is to be hoped lucrative, branch of Commerce, will tend to give increased life and energy to the whole province.

Halifax Sun, March 28.

Reported Emeute in Canada.—The New York Courier and Enquirer, of the 20th contains a letter dated "Washington March 18," from which we extract the following.

"Intelligence was received at the Department of State and the British Embassy yesterday, stating that an *emeute* had occurred in Canada, proceeding from action in the local parliament upon the bill providing indemnity for losses at the time of the border difficulties. The particulars were not furnished, and therefore only a vague impression can be formed of the nature and extent of the rupture,—some apprehension has been excited by this news, but without sufficient reason."

This is "important if true." The writer adds:

"I have the best reason for assuring the public that the Government, should it be deemed discreet or necessary, will adopt prompt and efficient measures to prevent any improper interference on the part of American citizens with the concerns or troubles of Canada, and to preserve the relations of peace and good will which now exist between the United States and Great Britain."

The following paragraph from the Tribune of the 20th, seems to be corroborative of the above:

"By authority."—A morning paper has the following in its telegraphic despatches from Washington.

"We are authorized to say in the event of an insurrection in Canada, the Cabinet will take prompt measures to prevent the interference of our citizen, and that General Wool, if necessary will be detached to the Northern frontier."

Quebec Gazette, March 21.

The Rebellion Losses Bill passed its third reading in the Legislative Council on Thursday, after a motion for its rejection, made by the Hon. McGill and supported by the Hon. D. B. Viger, had been negatived on a division, 14 to 20. The Montreal Gazette remarks that the Hon. P. H. Moore voted for the Bill.—The Hon. R. Jones, one of the new members voted against it.

At the second readings on Wednesday the speakers in favor of the bill were the Hon. Messrs. Leslie, Ross, Fergusson, Moore, Morris, Tache, Quesnel, Caron, A. Dionne; and against it the Hon. Messrs. McGill, D. B. Viger, Knowlton, Pinhey, Ferrie, Goodhue, McKay, Walker, Jones and Ferrier. After Mr McGill's Motion, that the bill be read that day six months had been negatived, 14 to 19, Mr Viger moved another amendment, to the effect that it was contrary to the rules of the House to pass a bill of that description without being satisfied that the measure was recommended by his Excellency the Governor General, which amendment was opposed by Mr Jones as being an attempt to get rid of the bill by a side wind, and was finally negatived, there being only 13 for it.

Messrs. McGill, Fraser Macaulay, Ferrie, Goodhue, Gordon, Walker, McKay, Knowlton, Pinhey, Ferrier, Matheson and Jones, have signed a protest on the Journal of the Council against the bill.

Canadian Finances.—During a late discussion in the Legislative Assembly, the following letter from Mr Inspector-General Hincks to Messrs. Baring Brothers & Co., of London, was read. The Montreal Transcript says of it: "We have heard only one opinion, and that in the highest degree commendatory to Mr. Hincks. It is a most able and manly defence of Canadian credit.....There is no desponding, no croaking, no submissive begging. The Inspector General shows the Bankers plainly that the Province can pay her debts and will. He goes into the market, not with the tone and air of a bankrupt, but of a man well to do in the world, and who, although he does want money, has good security to give for it. There can be no doubt that this is half the battle.....Those who look to the advance Canada has made, cannot deny that in spite of all our croakings, there have been few countries which, in the same time, have made the same progress. Since '93 the population of Upper Canada has increased from 10,000 to what is now 600,000 or 700,000; and Lower Canada from 100,000 to say 800,000; the revenue from some £10,000 or £12,000 to upwards of £500,000. Notwithstanding all the outlay on public works, our revenue is now more than double the amount of the interest of our debt, and the resources of the Province are only yet beginning to unfold themselves. This is

really not quite so cheerless a picture as some would have us to suppose. Had we a better order of public men, we should be inclined to say that the prospect of Canada was still as good as that of most countries in the world, and that with only common prudence and tact we should go on flourishingly on our course. But without reliance on ourselves we of course, cannot hope to succeed. If every time things do not go quite as we like, there is a cry for "annexation," we may just as well give up at once. Annexation forsooth!—What have we to gain by annexation. We imagine we see Montreal reduced to the condition of a provincial town, and the great men who now claim the right to bully Great Britain herself, exchanging their honors and importance for the weighty privilege of sending a member to Congress. Those who talk in this way do not know of what they are talking.

"We are however wandering. We have got from Mr Hinck's letter to annexation, whereas we firmly believe that the spirit contained in that letter would take us away from annexations. It will have, we trust, a good effect both at home and here, and will add to Mr Hinck's reputation as a financier—not because it is immensely learned in matters of finance, but because it is just sufficiently so to be understood by those who would be ready to burn Mr Hinck for anything they did not understand."

The Politician.

The Colonial Press.

St. John New Brunswicker, March 27.

THE GREAT RAILWAY DEBATE.

The public are already aware that one of the most important debates which ever occurred in this Province, took place last week in the House of Assembly. On Tuesday last, the House went into committee of the whole upon the subject of railways, the particular matter before them being the report of the Select Committee as to the Saint John and Shediac Railway. The debate lasted five entire days, to the almost entire exclusion of every other business. On Saturday at one o'clock, the divisions commenced. The various resolutions and amendments, and the divisions on each, we give below. We have only time to-day to offer a few observations.

The first Resolution was moved by the Attorney General, on Tuesday last, and Mr Boyd instantly after moved his amendment. Altho' the debate was nominally upon this resolution, and the amendment, yet it took a wide range, and eventually included every point which could effect the construction of Railways in this Province.

Immediately after Mr Boyd had moved his amendment, Mr Woodward stated to the House his views on the subject, and propounded his plan. He proposed that the following sums should be given to Railways:—

From Shediac to the Bend,	£25,000
Hampton to St. John,	25,000
St. Andrews to Woodstock,	50,000
St. John to meet St. Andrews Line,	35,000
Cross line to Fredericton and St. Stephen,	45,000
From Woodstock to Canada,	170,000
	£350,000

These sums Mr Woodward proposed to give as a clear bonus to any companies that might undertake these lines; the amounts to be paid over at the rate of £70,000 per annum, and to be raised by a duty of 2 per cent. on every article that now pays 1 per cent. under the Loan Act. If this 2 per cent did not pay off the principal and in interest in twenty five years, a new arrangement to be made.

The Hon. Charles Fisher in the second day's debate denounced the Shediac Railway as a "gambling speculation"—and as a "gigantic humbug"—he warned the province solemnly, that if they entered upon it they would end in "lamentation, mourning and woe!" Mr Ritchie replied to Mr Fisher in a withering speech and advocated the Shediac line in the most powerful and energetic manner.

In the third day's debate, Mr R. D. Wilmot advocated the Line from Shediac to the Bend only; and, if necessary he would go for making it a ship railway. He deprecated the construction of the rest of the Line (from the Bend to St. John) and declared that it would be dangerous to bring money into the country under our present system, as it would only be wasted. He said that the Saint Andrews line should be sustained, because a line could be made from Saint John which would intersect it, and be only twenty five miles further to Woodstock; and that means might be provided by circulating Treasury notes, as there would be no more trouble in circulating £100,000 of these every year than specie.

The Hon. Mr Partelow made a very able and straight-forward speech in favor of Shediac line, and adduced the most powerful arguments in its favor. He said that ever since he was a child, he had heard of the favorite project of connecting the Gulf of St. Lawrence with the Bay of Fundy by a Canal; that had been found impracticable, and now came up the project of a railroad, which was in every respect superi-