

summer of 1847, Captain Henderson learnt that the preceding winter the harbor had been frozen over entirely five or six inches thick, and that it was sometimes blocked up and much incommoded by ice.

Subsequently, however, and during this winter when the objects of the enquiries made there in the summer became known, and the advantage of the Railway spoken of, a statement accompanied with affidavits was forwarded with a view to counteract the effect of the information given to Captain Henderson and the parties exploring there.

There are given in the Appendix No. 5 to this report.

They tend to show that though the immediate entrance to the harbor may be and generally is clear, yet that large quantities of floating ice find their way thro' the Gut of Canso and by Cape Breton, which pass off in a southerly direction, crossing the direct path of steamers and vessels from Europe.

The coasting vessels keeping in shore are not so liable to be molested by it.

The harbour is admitted to be a fine sheet of water, but it does not and cannot vie with Halifax, either in appearance or capacity.

Referring to Lieutenant Shortland's report, Appendix No. 5, who made a survey of it in obedience to the directions of Captain Owen, R. N., it appears that it is not free from the objection of which is made against the port of Halifax, and is its only drawback, viz., the prevalence of fogs.

Lieutenant Shortland says, "that in foggy weather the harbor (Whitehaven) is difficult to approach, especially to a stranger, as the soundings in shore are very irregular, and I have not been able to learn any good indications of its vicinity to be gathered from the lead, so as to render its approach by that means certain; and Torbay, its immediate neighbor to the westward, is a dangerous place to get into."

"From the fishermen and small coasters I understand the currents round the point are uncertain and generally depend upon the wind, though the prevailing current is to the westward."

"I experienced this current in a boat when I visited the outer break, it was then setting to the westward, at the rate of one mile and a half per hour at least. I also perceived vessels in the offing setting rapidly in the same direction, the breeze was from the eastward and light, though it had previously blown hard from the same point."

"We also on our passage from Halifax to Canseau, during a fog, with the wind from the south-west, experienced an easterly current, but the land once made, the harbor is easily attained, especially by a steamer."

This can scarcely be considered a favorable report of its advantages as a harbour intended for the great Atlantic terminus.

Accommodation and safety for a fleet of merchantmen could be expected there, as is to be found at Halifax.

To make it a safe approach Lieutenant Shortland continues thus:

"A judicious arrangement of fog signals and lighthouses with buoys, on the principal dangers, and a good survey with the sea-soundings well laid down, would make the approach in the night, or during fogs, attended with small danger to a careful seaman."

One of the undoubted results of the railway will be to make Halifax, if it be made as ought to be, the Atlantic terminus, the great emporium of trade for the British Provinces and the far West.

Whitehaven has not the capacity for this, and in winter it is evidently dangerous for sailing vessels, and the selection of it as terminus would be to exclude Halifax altogether, or to compel the formation of a branch railway of 90 miles in length, in addition to 57 miles of trunk line of railway.

It involves also the necessity of making expensive arrangements, lighthouses must be built, depots for the supply of the steamers must be made, fortifications must be erected, and accommodation for a garrison provided. For the terminus of a line of railway would need protection in time of war.

At present there are only a few fishermen's huts.

The probable saving of ten hours of time in an ocean voyage which varies even with the Cunard steamers, from nine to eighteen days, is not of such all absorbing magnitude as to entail by the choice of terminus, such a fearful amount of extra expense and inconvenience to a whole province.

At a more advanced period, perhaps, when the provinces have attained all the prosperity they have a right to expect from this and other great works which

would follow as surely as effect follows cause, then it may be time to consider the propriety of making a branch to Whitehaven.

Its selection now as the terminus would most materially affect the receipts to be expected from the traffic.

Whitehaven, therefore, with its longer and more expensive line of railway, full of engineering difficulties, passing for miles through a district of country, rocky barren, and unfavorable for agriculture, benefitting a comparatively small proportion of the inhabitants, to the exclusion of the capital and the greatest amount of the province;—or else involving the necessity of making a branch line of ninety miles in length is decidedly recommended to be rejected.

(To be Continued.)

Colonial News.

Newfoundland.

From the Novascotian.

The Unicorn, which arrived at a late hour on Wednesday night last, puts us in possession of the last papers published up to date of sailing.

The Newfoundland Legislature was convened on the 16th ult.

The Lieutenant Governor, in his Speech, announces as his reason for calling the Assembly together at so early a day, that the Colonial Revenue Act would expire on the 31st ult.

His Excellency recommends the promotion of Agriculture as the best means for the extension of the field of labor, the Fisheries alone being now inadequate for their support.

He fears that the financial condition of the Colony will not admit of a large appropriation for the extension of the Roads.

He recommends a moderate assessment on houses to meet expenses for the adoption of measures for improving the health of the town—in the event of the appearance of the Cholera.

His Excellency concludes a good Speech by declaring that "in some of the districts in which the potato crop has been destroyed, and the fisheries unsuccessful, the inhabitants have been reduced to a situation of considerable distress."

John Kent, Esq., was chosen Speaker of the House of Assembly.

There were several cases of Small Pox in St. John's.

The Politician.

The British Press.

From the London Standard.

IMAGINARY WRONGS OF IRISHMEN.

Among the United States papers lately received we find in the *Philadelphia Sun* a letter which we could heartily wish to see universally circulated in Ireland. The writer is a gentleman of somewhat Anti-Saxon name, and very Anti-Saxon predilections, a Mr. M'Cluskey. The letter, which extends to nearly three closely printed columns, consists of a detailed account of the wrongs of Irishmen and other Europeans, suffered generally at the hands of Americans, and more especially in the exclusion of these recent emigrants from all offices of profit and trust. We do not sympathise in Mr. M'Cluskey's indignation at this alleged wrong.

We hold that the fruits of the soil are in the first place due to the children of the soil, and that strangers are bound to be, not merely contented, but grateful, if they find security to persons and an opportunity to earn their bread by honest labor in a country to which they transfer themselves uninvited. Such is not, however, the opinion of a large class of Irishmen, of whom Mr. M'Cluskey is the representative. Blessed beyond the race of mankind with that sanguine temperament which Fielding appreciated so highly, but which is apt to lead men into serious mistakes, many of our Irish fellow subjects very sincerely believe themselves qualified for every office, and of course entitled to every office, and take fire at whatever seems to obstruct the assertion of their title. The poor fellow who came from Kerry to London to succeed Mr. Pitt as prime minister, and ended by carrying a hod, was scarcely an exaggerated type of the class.

With these persons the United States have always been a cherished dernier resort. Let a man get into debt, or commit a small matter of robbery or murder, or play a little with high treason, the United States presented a safe haven to leeward, where a person of his energetic temper and liberal principles must be sure of being soon a President, or a Secretary of State, or a Governor at the very least. Now, it is for the purpose of disabusing the minds of such good people, and thereby diminishing the temptation to robbery, murder, and treason, that we should wish to make the M'Cluskey manifesto as generally known in Ireland as possible. To day, however, we can offer only a few extracts, viz:—

"I assume that there are 16 millions of whites in the Union, and 3 millions of blacks or mulattoes.—None but whites take the prizes offered by society to talent, tact, and character."

"Of the whites, we foreigners born are at

least one-fourth; and, on the average, can produce as many able, honest, and faithfully attached men to the constitution of the Union, as those whose fathers or great grandfathers may have crossed the ocean; that is, in proportion to our numbers."

"Of what did the Irish Catholics complain in the last century? That the government was of an adverse creed, and Catholics excluded from their share in it."

"If the foreign born inhabitants of this Union had their full share of the offices and honors of our country, they would be found filling one-fourth of all public offices of trust, power, and emolument. Were they all residents in one section of country, and this admitted into the Union on the basis of population, they would then have one-fourth of the offices as they have of the burthens of the State."

"In the Locofoco Congress of 1846 and '47, our average fourth would have given us 72 adopted citizens. We had just 2. Of 30 officers of the house, Locofocoism, a pretended, whitewashed democracy, allowed us not one! not even the porter!"

"In 1834, I think it was, the Whigs of this city set up Dr. McNeven and Counsellor Sampson for Congress, as true Republicans as ever breathed. I told the Doctor at the time that a narrow minded prejudice would assuredly give the slip, and I was right. Eminent as these two citizens were for talent, exiles for their love of freedom, faithful to our institutions, an unmanly bias defeated them. McNeven was proscribed as being a Catholic; Sampson, although a Protestant, was put down because he was Irish. Even now, to be known as an Irishman, or a sincere and distinguished friend to a chivalrous and injured people, seems quite sufficient to crush every effort made on behalf of our worthiest citizens, as candidates, with certain short-sighted nominating committees."

"I next proceed to the military academy at West point, where 247 cadets are expensively educated at the expense of all, and to the expense of which we adopted pay our fourth. This famous school is the direct avenue to promotion in the regular army, and how many children of adopted citizens, who came over in infancy with their fathers, are there at it? Sixty one our quota. Not one!"

"Many years since an American Secretary of the Navy said of the Irish, French, Germans, &c., in America, that it would be fortunate in every respect if not one man floated upon an American bottom, either mercantile or military, who did not claim the American soil as his birth-place. It is particularly important that those who navigate our public ships should be NATIVE AMERICANS. It is desirable not to mingle other and worse materials with such men. It is respectfully suggested as proper:—1. That foreign seamen, although naturalized, be as rapidly excluded from our Navy as possible."

"Before the mast, it is presumed that we, who are of worse materials, are still to be found in great abundance, but very few of the countrymen of Paul Jones, and Commodores Barry and Shaw, are now to be met with on the prize money side of a national ship."

From the Liverpool Mail.

GREAT BRITAIN AND HER COLONIES.

"Out of joint," unquestioned, is our Colonial System—if system that can be called, which merely has method in its madness. Questionless also, our present state doctors are the most bungling of bone-setters. Great Britain is fast losing the full use and healthy action of her right arm—their notable remedy is to render her left arm of as little use as possible; thus their particular friends and prompters among the political economists, are crying out for the amputation of both. To drop metaphor, England's colonies in the West are, by scientific quackery, already reduced to a most deplorable condition. And, by way of adjusting matters, our state physicians prescribe similar experiments—uniformity of treatment—for England's vast possessions in the East.

Our present passing remarks refer to the latter. If we rightly recollect, one of the earliest measures of Lord Dalhousie, the present Governor General of India, was, in wild anticipation of the repeal of the Navigation Laws here, to sweep away all the counterparts of those laws there. This has, of course, conducted to the benefit of American shipping. It seemed to "the powers that be" not enough that a special Act of Parliament, for reasons we could never discover, empowered the shipping of the United States to supersede our own shipping, in our own English ports, and to carry cargoes of British manufactures to British India, on the self-same terms as British shipping. Luckily, this strange infraction of our Navigation Laws remained almost unknown for a quarter of a century, or, if bruited, as generally disbelieved. We knew it to be too true. We kept our own counsel.

It is now widely divulged that this is a legal privilege, long ago conceded, before and above all other national shipping, to American bottoms! Not content, however, with this unaccountable and almost unnatural preference, the authorities in India have hastened the adoption of a navigation policy which peculiarly plays the game of the American shipping. English vessels cannot carry one sixpence-worth of freight, coastwise, from port to port, in America; yet American vessels can now carry freight coastwise, from port to port in an Indian Empire! This, with facilities for carrying Cotton to China, and the favorable terms on which they can import American manufactured cottons into India, are already yielding their natural and bitter fruits.

In unfortunate conjunction with this relaxa-

tion of the Navigation Laws—a relaxation which already crowds our Indian ports with a remarkable increase of American vessels—there was the ill-considered assimilation, as nearly as possible, between British and American cotton goods. The import duty into India on British, was raised from 3 to 5 per cent, and was simultaneously lowered on American fabrics from 20 to 10 per cent.

It needs no seer to predict the fatal consequences. Only the other day, the Peel organ talked glibly of American manufacturers grinding up their strength to enter on the race of competition with our own manufacturers, in our own markets of the East. With all delusion we assert that the political prophet is "too late" in the field. His predictions had previously become history. On high mercantile authority, intimately connected with the East, we learn that in certain descriptions of Cotton goods the Americans have already beaten our manufacturers hollow. We allude especially to the heavier kind, called "domestics" and drills. It is well known that in tropical climates Cottons are the chief clothing. We hasten to inform the free trading cotton spinners of this country that they are SUPERSEDED in these staple articles—and that it is a "great fact" that American cotton-manufacturers are already clothing our own Indian army.

Province of New-Brunswick.

COUNTY OF NORTHUMBERLAND, S.S.

In the matter of GAVIN RAINNIE, of Chatham, in the County of Northumberland, Shipbuilder, a Bankrupt.

Notice is hereby given, that I appoint a further general meeting of the creditors of the above named Bankrupt, to be held on WEDNESDAY, the 20th day of December; instant, at the hour of Ten in the forenoon, at my office in Chatham, for the purpose of receiving proof of or of allowing or contesting any claim presented against the estate of the said Bankrupt; at which meeting the said Bankrupt will be examined on oath touching his Estate and dealings, and will be then and there required to finish his examination, and such other business relating to the said estate will be transacted as may be deemed necessary; and public notice is also hereby given, that upon the application of the said GAVIN RAINNIE, the said Bankrupt, this day duly made to me, I appoint a public sitting to be held on FRIDAY, the twelfth day of January next, at eleven o'clock in the forenoon, at my office, in Chatham aforesaid, for the allowance of a certificate of conformity to the said Gavin Rainnie, pursuant to the provisions of the acts of the General Assembly in such case made and provided, when and where any of the creditors of the said Bankrupt may be heard against the allowance of such certificate, and the same will be allowed, unless cause be then and there shewn to the contrary, or such other order will be made as the justice of the case may require. Given under my hand at Chatham, this 11th day of December, in the year of our Lord one thousand eight hundred and forty eight.

W. CARMAN,
Commissioner for the Estate and Effects of Bankrupts for the County of Northumberland.

County of Northumberland.

PROVINCE OF NEW BRUNSWICK, S.S.

In the matter of JOHN FOWLER, a Bankrupt. Notice is hereby given, that upon the application of the above named Bankrupt, this day made to me, I do appoint a public sitting to be held on SATURDAY, the twentieth day of January next, at the hour of eleven o'clock in the forenoon, at my office in Chatham, for the allowance of a certificate of conformity to the said Bankrupt, pursuant to the Acts of the General Assembly of this province, in force concerning Bankrupts, when and where any of the creditors of the said Bankrupt may be heard against the allowance of the said certificate, and the same will be allowed unless cause be then and there shewn to the contrary, or such other order will be made as the justice of the case may require.

Dated the eighteenth day of December, A. D., 1848.

W. CARMAN,
Commissioner of the estates and effects of Bankrupts for the county of Northumberland.

County of Northumberland.

PROVINCE OF NEW BRUNSWICK, S.S.

In the matter of WILLIAM DICKENS and ROBERT RAINSBOROUGH, of Glenelg, in the County of Northumberland, Lumberers and Millmen, Bankrupts.

Notice is hereby given, that upon the application of the said William Dickens and Robert Rainsborough, the said Bankrupts, this day duly made to me, I appoint a public sitting to be held on THURSDAY, the 25th day of January next, at eleven o'clock in the forenoon, at my office in Chatham aforesaid, for the allowance of a certificate of conformity to the said William Dickens and Robert Rainsborough, pursuant to the provisions of the Acts of the General Assembly, in such case made and provided, when and where any of the creditors of the said Bankrupts may be heard against the allowance of such Certificate—and the same will be allowed unless cause be then and there shewn to the contrary; or such other order will be made, as the justice of the case may require.

Given under my hand at Chatham, in the county of Northumberland, this second day of December, in the year of our Lord, 1848.

W. CARMAN, Junr.
Commissioner of the Estate and Effects of Bankrupts for the County of Northumberland.