

or its disadvantages—ascertain if there be markets in that country for our lumber, or any other article that we either do, or might produce—and finally demonstrate whether it would be truly beneficial to our interests, or whether, as some suppose, it would only tend to inundate the Province with American manufactures, involving our mechanics in utter ruin, and removing all our money from our shores.

But what is this that comes in such a questionable form? I'll speak to it:—Offspring of disaffection—twin-sister of rebellion!—Annexation!—I know thee well. Thou comest like thy sister, in robes of light—thou assumest the air of injured innocence—thou talkest of injustice, and rehearest with thrilling eloquence a long catalogue of wrongs: and still thou dost repudiate violence, and art the advocate of moral force. Base hypocrite! Treason is in thy heart, and a dagger lies concealed amid the folds of thy garment!—Thou proposest a measure abhorrent to our hearts! We admit that we have met with injuries,—but think not we have forgotten the great benefits we have received! We know that we have causes of complaint,—but think not we have forgotten our causes of gratitude! Who hath fostered and cherished us from our earliest years?—Who hath watched over our interests with paternal anxiety, ever ready to listen to our remonstrances, and redress our grievances? Whose army fills our fortresses—Whose navy guards our coasts?—But even if we were dead to gratitude, think not we have lost our national pride! Think not we have ceased to glory in the great country from which we sprang, that country which hath built up for itself so glorious a renown: that country

“Whose flag hath braved a thousand years
The battle and the breeze?”

whose power has been felt throughout the earth, and which at times, by its own unaided arm, has checked the advancing torrent of universal oppression,—that country which excels not less in the arts of peace than war—which is not more the mistress of the seas than the emporium of commerce, and the source and centre of knowledge and civilization—which has been for centuries the peculiar dwelling place of civil and religious liberty—on whose empire the sun never sets, and yet, throughout that wide spread dominion, there breathes not a slave—that great country which at this hour, when the powers of the world are shaking, when thrones and principalities are tottering on every side, when democracy is bursting forth in volcanic eruptions to burn up and destroy the ancient tyrannies of the earth—sits calm and unmoved amid the fearful agitations, sustained by the wisdom and virtue of its institutions—institutions to which its beloved and enlightened Queen, on a recent memorable occasion, when surrounded by the representatives of falling dynasties, with proud satisfaction pointed and said—“They have been tried, and have not been found wanting.” O! is this the country from which we are invoked, because, forsooth, our interests, the springs of our prosperity, have for a while been overlooked amid the complicated machinery of the national policy. I say, is this the country from which we are invoked, without remonstrance, without petition, without an effort at redress, at once to separate and join an hostile power? Hence, Annexation!—Execrable shape, begone! I call upon the Press to drive it from our shores.

Again: I call upon the Press to investigate the Agricultural capabilities of the land—to point out the defects in the present system of tillage, and the improvements which should be effected, and to declare, as with a trumpet tongue, that the cultivation of the soil is, by an immutable law of nature, the foundation of national wealth. I call upon it to make a mineralogical survey of the Province—to go into its subterranean chambers, and tell us what is there, and to shew us the means whereby we may get at that hidden wealth, and make it available in our own time, and to the men of our own generation.

I call upon it to make an excursion even into the Ocean's depths, and proclaim its incalculable treasures—in plain language, to awaken attention to the immense importance of our long neglected fisheries. I call upon it anxiously to inquire into the practicability of Railroads—and if practicable, to make known how and where they should be established.

I call upon it without delay to assist upon the improvement of the great River St. John to the utmost possible extent.

I call upon the Press to discuss these questions, and all others which bear upon the general welfare, calmly, honestly, and manfully, avoiding offensive personalities, and adhering scrupulously to principles and to facts.

And by and by, when through its powerful influence, and that of other important agencies, New Brunswick shall reach the high destiny to which it is obviously appointed—when smiling fields shall take the place of its dark wilderness—and its hills and valleys shall be crowded with a dense and intelligent population:

Then shall this Engine of truth and greatness, this source of unnumbered blessings, receive its reward, the tribute of its country's gratitude—and then shall it greatly enlarge its operations, sending forth a new order of productions to enrich science—to embellish literature, and add to the stores of universal knowledge.

A Mr. Forbes, from Aberdeen, has become possessed of one of the richest quicksilver mines in the world, in California. 1500 flasks, of 75 lbs each, had been got in a very short time, at an expense of ten to twelve dollars per 100 lbs.

Colonial News.

New Brunswick:

St. John Observer, Feb. 13.
English Mails.—The following petition to the Lieutenant Governor and the Legislature, praying the interposition of their influence with the Home Government, to prevent the English mails being forwarded through the United States, to and from Canada, or the Royal Mail Steam ships from running direct from Liverpool to New York and Boston, both of which measures are stated to be in contemplation of government, has been very numerously signed by our citizens. The subject is of the highest importance to all the inhabitants of the several Provinces, and they should unitedly petition the Home Government against any alteration of the present route of the steamers or the mails. The change, if made, will probably be to gratify the wishes of the owners of the steamers, in order that their ships may be able to compete still more successfully with the American steamers than at present, by making their passages direct to New York and Boston, without calling at Halifax. We learn that the contractors for the express mails have received notice that their services will not be required after the 5th of April next.

The Petition of the undersigned, Merchants, Citizens and inhabitants of the city of Saint John,—

HUMBLY SHEWETH:

That your petitioners have heard with great surprise and alarm that negotiations are in progress for the transmission of the English mails through the United States to Canada, without passing through New Brunswick or Nova Scotia; and your petitioners have also heard that a desire exists to prevent the Royal Mail Steamers from touching at Halifax, either in the outward or homeward voyage.

Your petitioners beg to express their firm conviction that the English Mails can be transmitted from Halifax to Quebec and Montreal, at all seasons of the year, as speedily as they could reach those cities either by Boston or New York; of which the most satisfactory proof has been afforded by the rapid and certain manner in which those mails have been carried through these Provinces by the present Mail contractors during the past year. And your petitioners further represent, that the transmission of the English mails through these colonies, and over British territory, is a matter of great interest and vital importance to the loyal inhabitants of these Provinces, not merely from the expenditure necessarily made, but as enabling them to receive their communications from the United Kingdom, with greater certainty, and affording the means of more ready intercourse with their friends, relatives and business connections in the Mother Country.

Your Petitioners likewise feel assured that if the Royal Mail Steamers should first proceed to a Port in the United States and the Mails of these Colonies should be forwarded from thence, as has been proposed, great discontent would arise among the people of Nova Scotia, Newfoundland, Prince Edward Island, and New Brunswick, who would by such an arrangement, be placed at the greatest distance from England; and their interests and feelings be rendered secondary to those of Citizens of the United States.

Your Petitioners viewing this subject as one of great importance to the well-being of these Colonies, and the contentment of the people, humbly pray that Your Excellency and Your Honors will be pleased to address to Her Majesty's Government such representations and remonstrances as will prevent the contemplated changes from taking place, either of which would be highly prejudicial and most repugnant to the feelings of every British Colonist. And your Petitioners as in duty bound, &c.

Chignecto Railway.—A petition to the Legislature is now in course of signature in favor of connecting the waters of the Gulf of St. Lawrence with those of the Bay of Fundy by means of a Railway across the Isthmus of Chignecto, for which a Charter was obtained two years ago, and one fifth of the required capital subscribed for at the time. The petitioners state that the railway across the isthmus can be constructed at an estimated expense of about £30,000; and conclude as follows:—

“That your Petitioners being fully impressed with the great advantages which this short line would possess, in regard both to facility of communication and limited outlay of money, do most earnest-

ly recommend to Your Excellency and Honors, that before any of the Public Funds are pledged for Railways of greater magnitude, every consideration may be given to the subject of this Petition, embracing as is believed an object of paramount importance in the present crisis of our Provincial affairs.”

This short line would doubtless be of great public advantage to the Province, by facilitating intercourse between the ports in the Gulf and Bay, and should receive that consideration from the Legislature which its importance deserves.

Panama.—It is expected that “a brilliant commercial epoch is in store for Panama.” There was a talk of establishing a line of steamers between San Fernando and upper California, and China and the Sandwich Islands. The emigration from the latter place had already been large and some Chinamen were likewise in the field for the gold region.

Novascotia.

Halifax Sun, Feb. 14.

We experienced a tremendous snow storm on Monday evening—the wind blew a hurricane—and on the following morning, a good many people thought themselves very lucky in being able to make their exit through the garret windows of their domiciles.

Halifax Courier, Feb. 18.

The Mackerel Fishery.—At the public meeting on Wednesday evening, it was stated by Mr G. V. Paw, that the exports of mackerel from the county of Halifax alone, for the year ending 31st Dec., 1843, amounted to one hundred and seventy five thousand barrels. The same gentleman has also ascertained that the whole produce of the United States in this important branch of industry, during the same period, was only three hundred thousand barrels.

At the same meeting, Mr John Tobin, who is also good authority in such matters, remarked, that the catch for the whole of Nova Scotia was at least two hundred and fifty thousand barrels for the past year. A number of gentlemen also engaged in the export trade of this staple article—including Messrs. Fairbanks, Wier, Esson, Lyle, Cochran, Allison, &c., were also of opinion that the figure named was a moderate estimate. Mr Tobin also proved in the most satisfactory manner, that the loss entailed indirectly upon the Fisherman himself from bad packing and worse packages, to amount annually to the round sum of \$200,000. From statements made by other gentlemen we are satisfied the sum named might safely be doubled, in order to show the loss sustained by the province in this single branch of colonial commerce.

A curious fact was mentioned by Mr Fairbank—of the house of Fairbanks & Allison—to the effect that to such a pitch had the fraud arrived, that a barrel of mackerel was opened in Saint Domingo, which was half filled with a suit of worn out oil clothes, and sea weed. And as a proof that the fraud could not possibly have been perpetrated in Saint Domingo, the parties were prepared to prove that no such marine plant was to be found on the shores of that Island. Mr Fairbanks also stated his belief, that if proper attention was paid to the curing and packing of this article, that there would not be the slightest occasion to export a single barrel to the West Indies. He said the United States would absorb all we could take—provided they could only depend on the quality. And as a proof of the growing importance of the trade, he instanced the Nova Scotia article having been a few years since, sought after with avidity two or three thousand miles up the Mississippi, and Missouri rivers. As a confirmation of the fact, we were a day or two since informed by a friend that he saw a bbl. of Nova Scotia Fish, standing at the door of a store in St Louis, which were retailing at twenty five cents a piece.

United States News.

From the New York Courier.
The Gold Fever is unabated. Everybody and their wives are going to California. The cost and difficulty of getting to that distant region necessarily confines the emigration to persons of some means. Hence the character of the emigration must necessarily be higher than that of ordinary emigrants.

A bill of a good deal of interest to the Canadas and New Brunswick, as well as to this country, which has been under discussion in the Senate of the United States, seems likely to meet with some pertinacious opposition, as of itself will

defeat the bill, if only for lack of time at this short session. It is a bill for lowering and equalising duties between these British American Colonies and the United States, on the importation of grain, lumber, flour, animals, &c. The representatives of the Southern agricultural interest specially oppose the bill, as tending to diminish the value of our own agriculture. New York would benefit by this Legislation—for such a law, together with the drawback laws now in operation would in fact constitute the port of New York—the seaport of Canada West and of a considerable portion of Canada East.

Provincial Legislature.

EXTRACTS FROM THE JOURNALS.

HOUSE OF ASSEMBLY, February 6.
Mr End presented a petition from Henry W. Baldwin and 52 others, of Bathurst, praying a grant towards the erection of a Temperance Hall and Mechanics' Institute in that town Laid on the table.

Downing Street, 16th May, 1848.
Sir,—I have to acknowledge the receipt of Sir Wm. Colebrooke's Despatch of the 5th of April, transmitting the annual Blue Book of New Brunswick for 1847.

The report with which this book is accompanied is highly satisfactory, except so far as it relates to the public expenditure, which, I regret to learn, still exceeds the Revenue. My predecessors in this office have on several occasions remarked upon the objectionable practice of the colony exceeding its resources; and I can only hope that the subject of making provision against an accumulation of debt, will seriously occupy the attention of the Legislature during its next session.

Sir E. Head. GREY.

Downing Street, March 22, 1848.
Sir,—I have had under my consideration Sir Wm. Colebrooke's despatch, and its enclosures, of the 25th February, to which he states that a question has arisen in New Brunswick, “Whether the repeal of the imperial duties act, in the parliamentary session of 1846, has had the effect of modifying the instructions contained in Lord Stanley's circular despatch of the 25th June, 1843, and should preclude the Provincial Assemblies from imposing differential duties;”—and subjoins two opinions of counsel on the point, one of the Advocate General, Mr Wright, the other of the Solicitor General and three other Queen's counsel.

It is very material that there should be a right understanding upon this question, as any doubt which was suffered to rest upon it might lead to considerable inconvenience. I have therefore to inform you, that the instructions conveyed by Lord Stanley on the 25th June, 1843, to the governors of Her Majesty's colonial possessions, continue in full force at the present time. It is desirable that the Legislature of New Brunswick should be soon apprized of this fact, as Sir Wm. Colebrooke mentions that the revenue bill for the ensuing year is now under the deliberation of the Assembly, and that they are disposed to modify it in a manner which he does not exactly specify, but which leaves me to infer that an inclination exists to impose something in the nature of differential duties. I may perhaps have misunderstood what Sir William Colebrooke intended to convey; but if my apprehension should be well founded, I hope that the local Legislature will not deliberately adhere to an intention of reviving a class of duties, of which Parliament has so recently, and on such strong ground, condemned the policy. And although I cannot pronounce a positive judgment upon an act not yet transmitted to me, I must state that I think it highly improbable that I could advise Her Majesty to sanction any measure which should contemplate the imposition of any differential duties upon imports into New Brunswick, when the policy of levying such duties in this country has been abandoned by Parliament, as detrimental to the general interests of the Empire.

Sir E. Head. GREY.

Downing Street, November 9, 1848.
Sir,—Her Majesty's Government have considered the act passed by the Legislature of New Brunswick in the month of March last, imposing duties for raising a Revenue, and I now transmit to you, for your information, the accompanying copy of a letter from the Board of Treasury to the Lords of the Committee of Privy Council for Trade, explaining the objections entertained to this law.

I have not considered it proper to advise Her Majesty to disallow this act, as that step would occasion much inconvenience in New Brunswick; but I must direct you to withhold your assent from any future act, continuing the differential duties of the present act, or making discrimination in any other respect between duties on the produce and manufactures of the United Kingdom or of other British possessions abroad, and those on the produce and manufactures of Foreign countries, unless you shall have obtained the express approval and authority of Her Majesty's government.

Sir E. Head. GREY.

RAILWAY FROM HALIFAX TO QUEBEC.

Downing Street, 17th Nov., 1848.
Sir,—The Commissioners appointed by Her Majesty's Government to explore and survey the line of country offering the greatest advantages for the formation of a Railway from Halifax, through New Brunswick, to Quebec, having completed the duties with which they were charged, I have now the honor to transmit to you the final Report of Major Robinson,