

that project to be carried into effect, they will acquiesce in the decision of the crown." Now, he would ask any hon. member on the floor of that House to say if there was anything here that looked like a disposition to cut the colonies adrift. On the contrary, it appeared to him that there was the strongest and most determined intention to resist anything like annexation to the American Union by all the power and resources of the empire. This free trade policy was not a new policy on the part of England, nor were the present ministers to be charged with its introduction. Sir Robert Peel, when he deserted his party and joined the ranks of his opponents was the prime mover in the free trade direction, and is, in a great measure, chargeable with the consequences that may follow; but, as he had already said, it was not altogether Imperial policy which depressed these colonies. They ought to recollect that there had been overtrading in the colonies themselves. They should remember that the productive power of the country had been by far too exclusively directed to one object; (the hon. member having briefly reviewed the timber trade from 1846 up to 1849) continued under such a trade, it was impossible to have permanent prosperity, for the very moment the exports became depressed in the British market, then the whole country was thrown into confusion—they had nothing to fall back upon.—The soil had been deserted and neglected in order that the bone and sinew of the country might be almost exclusively employed in the lumber woods. It was therefore of more consequence to the people of this country that the Legislature should investigate the causes of failure, which lay within themselves, than to pass any resolution relating to the policy of the empire, which he (Mr Street) feared would have like effect. He thought that if the evils which existed in their own system were once fairly brought to light, and a remedy applied, then they would have some good practical results. The circumstances in which our ship-builders are placed with respect to foreign registry, was, perhaps, the most important branch of the subject yet mooted.—He admitted that it was a hardship, should Americans be permitted to get British registry, and refuse to allow the British ship-builder the same privileges in American ports. This was a subject which the Legislature certainly should bring under the notice of Her Majesty's Government, and endeavor if possible to have the matter placed on a better footing. He did not like either the resolution or the amendment, but he was perfectly willing that some resolution should pass, remarking particularly on the situation in which they are placed with respect to ships, which was, after all, the most valuable manufacture of this country.

Colonial News.

New Brunswick.

St. John New Brunswick, April 23.

Quebec and Halifax Telegraph Line.—A move in the right direction.—We understand that the public have become so completely disgusted with the trickery of F. O. J. Smith and other managers of the present telegraph Companies between Halifax and New York, that great encouragement has been held out to the Company that was organized some two years since, at Quebec, for building a line between that city and Halifax; and little doubt is entertained but that the company will immediately proceed and accomplish that enterprise, should the Legislature of this Province grant them a free charter, untrammelled as to the route to be chosen through New Brunswick, and as to where the Directors shall reside.—We cannot doubt but that the Hon. Mr Wilmot, who, we understand, has the matter in hand, will lose no time in bringing it before the Assembly, and that that body will promptly and favorably respond to the wishes of the Canadian Company. With two distinct lines leading from Halifax to New York, the public might feel some confidence that they would be promptly served and fairly and honorably dealt with,—which now they are not, and never have been—the whole business, at present, being a monopoly—a downright imposition.

Fredericton Reporter, April 19.

It gives us much pleasure to learn that a part of the Gas apparatus for this City is now on its way per the John Kerr, from Glasgow; having been shipped at that Port in the space of one month from the time when the order was sent from Fredericton. The remainder we learn,

would be ready for shipment about this time; and it may now be anticipated that as soon as the spring opens, the preparatory works will be commenced, in order to have the light in operation next autumn.

We cannot help congratulating our fellow citizens upon the promptness with which the managers have transacted this business; and with the prospect of the cheap and radical light which is so shortly to take place of the primeval darkness of Fredericton.

Novascotia.

Halifax Sun, April 22.

Railroad Meeting.—At a meeting of the Citizens of Halifax, assembled in the new Temperance Hall this day, Saturday 30th April, 1850—His Worship the Mayor having taken the chair, and S. L. Shannon, Esq., being called upon act as Secretary, the requisition on which the meeting was called being read—

His Worship the Mayor proceeded to open the meeting by stating its objects. Crofton Uniacke, Esq. then addressed the chair and moved the following resolution:

Whereas the construction of a Railroad to Windsor would greatly facilitate and extend the intercourse between the capital and midland counties of this Province. And whereas by the construction of such Railroad the value of Real Estate in the city of Halifax would be enhanced, and the condition of all classes would be improved. And whereas the Provincial Legislature has pledged the public funds of the Province to the extent of one half the cost of constructing such work—

Therefore Resolved, That His Worship the Mayor and the City Council be respectfully requested to apply to the Legislature for an Act to authorize the City of Halifax to issue debentures to the extent of £100,000, and to subscribe that amount of stock in the Company about to be formed for the construction of a Railroad from Halifax to Windsor.

Aldermen Jennings seconded the Resolution which was supported by the Hon. the Provincial Secretary in an address to the chair.

After the meeting had been addressed by A. M. Uniacke, Esq., the Hon. Provincial Secretary, and Aldermen Jennings, the Resolution was put by the Mayor, and passed.

A vote of thanks to the Mayor was then proposed by the Hon. Provincial Secretary, seconded by the Hon. L. O. C. Doyle, and passed. The meeting adjourned with three cheers for the Queen, and three for the Railroad.

Halifax Nova Scotian, April 24.

Collins' new line of Liverpool steamships, it is announced, will positively go into operation on the 27th of this month, on which day the Atlantic is to take her departure. She is the first of the line, 3,500 tons burthen, one of the largest and most beautifully fitted vessels in the world, and is expected to make the shortest trip on record. The Pacific, the second of this line, and said to be every way equal to the first, is to be ready and sail on the 11th of May.

Windsor Railway.—The people of Hants' County are up, and doing, in the good cause. The Court opens in Windsor on the 7th of May, when leading men of all parties, and from all sections of the County, will be assembled. The evening of that day has been selected for a Public Meeting. The following is a copy of a Requisition to the Sheriff:—

Whereas, the establishment of the proposed Railway between Halifax and Windsor, is extremely desirable:

We, the undersigned, request you will call a Public Meeting of the inhabitants of the County of Hants, to be held at Windsor, on Tuesday evening the 7th of May, at 6 o'clock, to take this subject into consideration, and to adopt plans to co-operate with the Committee recently formed in Halifax, and decide on any other matter which may appear necessary to ensure the accomplishment of the contemplated object.

April 17, 1850 To the High Sheriff, County of Hants."

Canada.

From the Dondas Warder.

For Shipment.—At no former period we presume, has there been such a large quantity of produce for shipment at this port as at present. Every store house is filled to overflowing, and the banks of the basin and canal are crowded with lumber, staves, &c.; and certainly we can boast of some of the finest lumber in the Province. We have about 45,000 barrels of flour, 3,500 bushels of wheat,

30,000 bushels of oats, 14,000 bushels of malt and barley, with several hundred barrels of pork and whiskey. To this may be added fully 70,000 feet of lumber, 40,000 West India and 40,000 of barrel staves.

Quebec Chronicle, April 19.

A ship and a barque, deeply laden, are close at hand and will probably be up with this tide. They are supposed to be the John Bull and the Britannia. Another vessel with passengers, is also reported as having arrived at Grosse Isle yesterday. These are probably the vessels which were reported in our last as being off St. Jean.

We are informed that there was another square rigged vessel off River Ouelle on Tuesday.

The Fredericton Mail.

The Courier with this mail arrived about two o'clock yesterday afternoon. He reports that the roads are almost impassable. The Hon. James Davidson, and Wm. Carman, M. Cranney, and D. Wark, Esqrs., members of the Legislature, came passengers.

It is certainly very amusing to witness the extraordinary change which came over the pliant and drowsy spirit which pervaded the faculties of the 'collective wisdom' of the Province, as it approached its dissolution. How patriotic they suddenly became; how desirous to encourage public works, and to curtail salaries of public functionaries, except those enjoyed by themselves. The artifice is too flimsy—the people see through it, and must despise the low cunning manifested, and the reckless disregard of political honesty evinced. Good, however, will grow out of it. Members have depicted truly, the wretched condition of our Province, commercially, monetary, politically, and socially; and some have suggested measures for their amelioration, which the exhausted revenue, and the pressure of circumstances imperatively demand. These opinions and suggestions will be circulated and read, and become tests by which to try candidates at the approaching election.

From the papers thus obtained, we take the following Legislative summary:

Yesterday the series of resolutions introduced by the Hon Attorney General for the reduction of the salaries of the Justices of the Supreme Court, the Master of the Rolls, and the Surveyor General of this Province, passed by sweeping majorities. The resolution declaring the opinion of the House that the office of Receiver General was unnecessary and should be abolished, also passed by a large majority. A resolution was also submitted by the Attorney General, expressing an opinion on the subject of King's College, which the House refused to discuss, as it was after 6 o'clock, and most of the members were literally worn out. Mr Gilbert's amendment to the Attorney General's resolution was negatived by an overwhelming majority.

The following is the original resolution, which has undergone some alteration in its phraseology, but the substance remains the same:—

Resolved, As the opinion of this Committee, that it is expedient that the following reductions should be made in the salaries now charged upon the Civil List; and that one half of such reductions should take place on the 1st day of January, 1851, and the remainder on the 1st day of January, 1852—viz:

Chief Justice, present sal.	£1096	3 0
Proposed reduction,	396	3 0 — £700
3 Judges, joint salaries,	2250	0 0
Proposed reduction,	450	0 0 — 1800
Surveyor Gen, present sal.	1384	12 4
Proposed reduction,	784	12 4 — 600

The most important feature in the debate of yesterday on the above resolutions, was that the Hon Mr Rankin did not concur with his hon colleagues in the Government, and from the remarks of the hon member, it seems doubtful if that gentleman will continue a member of the present Executive Council. As this is a matter of some public interest, we give the hon member's remarks in his own words, that the public may be able to judge how far the conjectures, made after the delivery of that speech are correct:—

The Hon Mr Rankin said, that the resolution of the Hon Attorney General, now under consideration, having for its object to reduce the salaries enjoyed by the present Judges, and which I consider is highly objectionable as a breach of public faith, and if carried into effect must make the salaries of the Judiciary not permanent, but subject to be annually discussed. This must necessarily have a tendency to destroy the independence of the Bench, and be fraught with consequences highly injurious to the best interests of the Province. I cannot withhold the expression of my regret, that my colleagues in the Government should feel themselves called upon to propose such a measure, regarding the present Judges, as I cannot concur in their views. The law of the last session, which provides for a reduction in the salaries of future Judges, does admit the principle that the salaries of the present Judges remain during their tenure of office. I am unwilling to interfere with the salaries of Judges,

when fixed, and that when fixed, it should be permanent, and withdrawn from annual discussion. This measure opens the subject, which I regret, and in differing with my colleagues I have no desire to embarrass the Provincial Government, and although willing in minor matters to defer to the opinions of my colleagues, yet on this important subject I cannot consent to an act which to my conscience I believe to be wrong.—Head Quarters, April 24.

Wednesday, 17h.—The House went into Committee on the Saediac Railway Bill. Its object is to guarantee six per cent interest, for a period of twenty years, on £60,000, to facilitate the construction of the line from Saediac to the Bend of Petticoediac. Mr Wark attempted to substitute £50,000 as the sum on which the interest should be guaranteed, and Mr Ritchie attempted to get provision inserted in favor of the line from St John to Hampton, both of which motions were lost. The Bill as originally introduced was sustained by a division of 11 to 18.

The House next went into committee on a Bill to afford facilities for the construction of a Canal or Railway from Lake Temiscouga to the River St. Lawrence. After some discussion the Bill was rejected by a majority of one. The unjust manner in which the Canadian Government lays claim to a portion of this Province had its influence in the vote against this Bill.

Friday, 19th.—The House again went in Supply, and closed the labors of the committee. Among the grants passed this morning was one of £1000, towards paying the expenses arising out of Professor Johnston's visit to the Province. The Bill of costs was not laid before the committee, neither did the Government condescend to explain how the sum would be divided.

The House was occupied the remainder of the day in committee on the Educational Bill; we mentioned its principal provisions in our last. The Attorney General after explaining the principles of the Bill, stated that he was in favor of supporting public schools by assessment on property; that principle was not contained in the bill, because he could not force it on the people of this Province until they were convinced of its expediency. He then described the prosperous condition of the public schools in the city of New York, and concluded a very interesting speech in a style we have never heard surpassed.

There appeared a general reluctance on the part of the House to take up so important a measure so late in the Session, and the bill was finally rejected and the old bill was re-enacted for another year.—Amaranth, April 23.

New Brunswick.

COUNTY OF NORTHUMBERLAND.

[L. S.] To the Sheriff of the County of Northumberland, or any Constable of the said County, Greeting:

Whereas HUGH HAMIL, late of Newcastle, in the said County, Saddler, lately died intestate (as it is said), leaving Goods and Chattels in the said County to be administered; and whereas ALLAN A. DAVIDSON, of Newcastle aforesaid, Esquire, hath prayed that Administration may be granted to him on the said Estate. You are therefore required to cite the next of kin of the said deceased, and all other persons interested in the said Estate, to appear before me at a Court of Probate to be held at my office in Chatham, in the said County, on WEDNESDAY, the 22nd day of May next, at eleven of the clock in the forenoon, to shew cause why Administration on the said Estate should not be granted to the said Applicant.

Given under my Hand, and the Seal of the said Court, this 17h day of April, 1850. THOS H PETER, S. Surrogate. GEORGE KERR, Register of Probates for said county.

Valuable Farm to Let.

That Valuable Farm in Napan, belonging to the heirs of the late Samuel McKnight. This property is situated on the North side of the Napan River, and about seven miles from Chatham; cuts from 25 to 30 tons of hay, annually. The quantity of ground ready for the Plough is upwards of 80 acres. The property can be divided and let in Two or more Lots. For further particulars apply at the office of JOHNSON & MACKIE.

Chatham, April 9, 1850.

Auctioneer and Commission Merchant.

The Subscriber begs leave to inform his friends and the public, that he has received by Commission to act in the above capacity, and shall be happy to attend to any orders in that line.

CHARLES L. HAWBOLT, Chatham, 25th March, 1850.

List of Letters

Received at the Newcastle Post Office during the month of March, and remaining for delivery
 Michael Barnes, Barnaby's river.
 James Estey, care of Richard Walsh.
 James Fleet, Nelson.
 Robert Hunter, Blacksmith.
 Joseph Hubbard.
 Honora Murphy, Newcastle.
 M s Timothy McDiramid, Newcastle.
 James Rogers, North Esk.
 P. S. Persons asking for advertised Letters will please say 'advertised.'
 HUGH MORELL, P. M.