

lonies. The measure contemplated is one of paramount importance to the future prosperity of the Provinces, and we hope to see it entered into and carried out to a successful termination.

**BRITISH NORTH AMERICAN TELEGRAPH ASSOCIATION.**—We are indebted to the Quebec papers for a copy of the Report of this Society. The opposition which this Company has met with in their endeavors to establish a direct line of communication through this Province, portrays a narrow-mindedness on the part of men of influence in New Brunswick, which we are inclined to believe, will not be found in any other portion of the habitable globe:—

A Special General Meeting was held at the Parliament Buildings yesterday afternoon, Sir Henry Caldwell, Bart., in the chair.

After reading the advertisement, dated 10th July, convening the meeting, the Chairman of the Board of Directors read the following

## REPORT:

The Directors regret to state that their endeavors to effect a junction of this line with that of the New Brunswick Telegraph Company, have been unsuccessful, the latter Company being unable to proceed further north than Fredericton; and the Provincial Government of New Brunswick declining to entertain our petition for a grant to assist this Association to construct the line from Fredericton to the boundary of Canada, a distance of about 180 miles; and they have to regret that the Government of Canada do not seem as yet fully to have appreciated the importance of this enterprise, which would ensure an uninterrupted telegraphic communication through British territory; thus rendering all the Provinces independent of the American lines; applications having been made to His Excellency, through the Civil Secretary, for assistance to form the desired junction with the New Brunswick Company, which have remained unacknowledged and unanswered.

Under these circumstances, the Directors, in applying to Parliament for a continuance of the Act of Incorporation, which expired this year, have petitioned for power to sell or lease the work, and the Bill to this effect was read in the Lower House on the 24th inst., and your Directors are sanguine will pass into a law without opposition.

Your Directors, with a view of ascertaining the actual condition of the line, and also of preventing plunder and destruction, engaged the services of a Canadian gentleman, residing at St. Thomas, who, in the month of April last, proceeded from Point Levy to the extreme eastern terminus, and has furnished a statement with a great minuteness of detail, proving the faithful manner in which the duty has been performed.

The Directors have much pleasure in stating, that considering the line has not been worked, less injury has been sustained than might have been apprehended.

The Directors have to acknowledge with thankfulness, the great assistance their Surveyor derived from the circular letter of His Grace the Roman Catholic Archbishop, to the Reverend the Clergy, requesting them to admonish their parishioners to respect the property of the Association, which, with one or two exceptions, has been cheerfully responded to by the Clergy.

All which is respectfully submitted.

EDWARD BOXER, Chairman.  
HENRY W. WELCH, Secretary.

Quebec, July 25, 1850.

Resolved, That the consideration of the Report be deferred to an adjourned meeting, to be held in the same place, on Friday, 10th August.

**UNITED STATES.**—We are indebted to the New Brunswick of Tuesday last, for the following important piece of news from this quarter:—

**Important from Washington—Defeat of the Compromise Bill!**—Accounts from Washington inform us of the destruction of the Compromise Bill in the Senate, about which so much exciting discussion has prevailed throughout the country. This looks bad, and the stability of the Union is thus rendered more precarious than ever. The Bill was so mutilated in the Senate as to leave little or nothing of its original provisions. California has been refused admission into the Union, and the Texas question is left unadjusted. The only thing accomplished has been the organization of the wilderness territory of Utah, having her boundaries fixed at 37 deg., with no recognition of slavery. This is all that the Compromise Bill, which excited such high hopes, has effected. The moderate journals are deploring the result. The New York Express remarks, that 'the agitators, nullifiers, and abolitionists have cause for rejoicing.' The Journal of Commerce declares that 'the North is in ignorance of the danger that awaits the Union, and that he must be an incarnate Fiend who desires a servile war at the South.' The nation appears surrounded with perils, and it is candidly confessed that there never was a time when the perpetuity of the Union seemed so much endangered as at present.

**HALIFAX.**—The Novascotian throws out the following valuable hints to remedy the complaints which are constantly being made of the detention of vessels when approaching that noble harbor, from Fog. The plan is a very simple one, and we have no doubt will prove highly serviceable. As it will not be attended with much expense, it should be tested:—

Now what we propose is, that the offing—say five or six miles S. E. of Chebucto Head—be buoyed off, each buoy a mile distant from the other; the outer one to be of a peculiar structure with a good bell attached, so that the action of the sea may have the effect of keeping the buoy constantly in motion, so that the bell would always be sounding. On this as well as the remaining buoys, we would suggest that large vanes of copper be placed, on both sides of which should be inscribed in legible characters the course and distance to Chebucto Head and into Halifax harbor. We humbly conceive that if such a measure was adopted it would materially serve the interests of commerce, prove a great convenience to her Majesty's ships visiting this port; while last, not least, its adoption would hinder the possibility of delay in what is now of such vast importance—Ocean Steam Navigation.

The Novascotian in speaking of the Great Meeting recently held in Portland, draws the following cheering conclusions. We hope they will be realised, although we in this distant region will enjoy but little of the benefits or advantages:—

*Are we to have the Railway?*—The 'big talk' now being held at Portland, naturally enough engrosses the attention of the people of the British Provinces. Everybody is on the tip-toe of expectation, as to the results of this most important conference. Even the most unbelieving are having their attention arrested; while those who are accustomed to sneer at progress, have changed their former mocking tone, as they, in common with the sanguine, ask in earnest tones of their neighbors—*are we to have the Railway?*

The answer to this interrogatory is, in our estimation, the most simple imaginable, and is comprised in the short monosyllable—*Yes!* Are we asked for reasons? Here they are. In the first place, we consider the Railway to Quebec as effectually shelved as if it had never been thought of. The British Government will not build it; the Colonies have no means to do so; and if they had—they have not pluck enough even to begin so gigantic an undertaking. In the meantime, Brother Jonathan, foreseeing the progress of events, and determined to take time by the forelock, has cast his eye on the map, and discovered that we have an excellent stand for business; that Nova Scotia is in fact a corner shop, with all the facilities to further his designs in the improvement of Ocean Steam Navigation, and shortening the distance between the old world and the new. Having discovered this important fact, he has acted like a sensible man, and accordingly invites the Colonists over to Portland, to get their several opinions, and tender his advice in return. The words of comfort and consolation will be drank in by willing hearers.

Now, as we believe most implicitly that the line of Railway connecting Portland with Halifax is as good as begun, it is of importance to know whether our Yankee friends have the means to accomplish the work. We presume it will be no more than fair to estimate what can be done, by what has already been accomplished. In the first place then, the Americans have increased their original territory of 13 States, with an insignificant area, to 31, comprising nearly three and a half millions of square miles. From a population of 2 or 3,000,000 in 1800, they have grown to be a mighty nation of upwards of 23,000,000; and the probability is, that many now living, will see the United States number 150,000,000 of people. Just 30 years ago, the Americans launched two packet ships of 450 tons, to sail regularly between New York and Liverpool. The knowing ones laughed at the project, just as the same wise-ones had scoffed at poor Fulton, but they have now nearly 200 regular packets sailing to England—many of them 2,000 tons burthen. The exports to England have risen within a very few years from \$25,000,000 to \$75,000,000. In 1828 the number of Emigrants at New York was only 25,581; last year the tide of human beings had swollen to 222,000.

The number of emigrants to the United States during the present year, will probably not be less than 400,000. In 1833 the several States had but 430 miles of Railway among them; the number of miles at present in actual operation is 7465. In 1848 even the Kingdom had no more than 5127 miles of miles of Railway in working order. In the short period intervening between 1847 and 1850, the imports into New York have increased from \$82,593,625 to \$113,752,618, in the last named year. The number of steam vessels owned in the British Islands in 1849, was ascertained to be 1145. We know that comparisons are odious; but from 1823 to 1849, there were 2505 steam vessels launched at the several ports and on the rivers of the United States. One of these, the New World, is of the extraordinary length of 365 feet.

The above are our reasons for thinking the Halifax and Portland Railway will be speedily

ly begun and completed. It is the direct interest of the Americans to consummate the undertaking, and those who know Jonathan are quite aware that he is not the one to stick at trifles when his own interests are concerned.

**ST. JOHN.**—The Supreme Court commenced its sittings in this city on Tuesday last. Judge Street, who presides, it appears will have his patience pretty well tried, as the papers report that there are fifty-five civil causes entered for trial. When will our population learn wisdom?

**CANADA.**—The Quebec Gazette of July 29, reports that the difference between the Legislative Assembly and the Press yet remains unsettled. The Press, we are informed by the *Pilot's* Toronto correspondent, will not report unless they are guaranteed that they will not be interrupted in the execution of their duties in the House; the House will not accede to their demand, and they have taken down the divisions which formed the Reporter's box and the desk. In the meantime the country is deriving benefit from the circumstance—so much business, according to the same writer, not having been done in the space of a fortnight before, as had been accomplished within the three first days after the occurrence of the fracas.

In the Assembly on the 23rd July, on the motion of Mr Hincks, it was resolved in Committee, that it is expedient for the Governor General to cause Provincial Coins to be struck—to pass at the rate of 5s, 2s 6d, 1s 3d, and gold coins of £1 and 10s currency, and a Bill thereon was read a first time.

It was currently reported at Montreal, that the Hon. Mr Merritt had retired from the Ministry.

The Agricultural Journal closes its report for July as follows:—

At the present moment with, we hope, very little injury done to the wheat crop by the fly, there is every prospect that the crops will be a fair average in proportion as skill and industry have been employed in their cultivation and management. We cannot expect that crops will be very heavy and good if the farmer has not done all that was possible for him to do to make them so. Land, however good, and seasons, however favorable, will not produce good crops, if the lands are not properly cultivated for them. It is the farmer's duty to do all that he can to be prepared for all contingencies for favorable as well as unfavorable seasons. It is by the exercise of skill and industry that good crops may be raised, even in seasons that are not the most favorable for them, and this is one of the many advantages of skill and industry.

The papers furnish the following melancholy disaster:—

**Erie, July 31.**—This morning while off Barcelona on her downward passage the steamer America collapsed her steam chest, instantly killing one of the engineers and two others, as well as dreadfully scalding several others—25 of them mortally. The assistant engineer's body was found under the cranks. The decks of the ill-fated vessel are badly torn up, and otherwise injured. She was towed into Erie by the Alabama. As near as can be ascertained 27 were scalded, of whom 9 are dead, 6 to 8 perhaps mortally wounded.

**RUMOUR.**—It has been reported in Chatham for some days, that one of the members returned for Restigouche, is to be called to the Legislative Council, and that a rejected member for a neighboring county, is to be placed in nomination as a candidate to fill the vacancy thus occasioned. We cannot believe that the freeholders of Restigouche will submit to be thus dictated to; neither will we believe that the party alluded to, will submit to such a mean artifice to obtain his lost seat in the Assembly. Time, however, will prove the truth or falsehood of the report.

**COUNTY GLOUCESTER.**—A Correspondent at Bathurst has furnished us with the following local items of news. All such attentions will be thankfully received, and postage freely paid.

Launched from the building yard of James Wolhaupter, Esq at Bathurst, on the 8th inst., a superior barge of 400 tons burthen, named the Catherine. This vessel is built of Juniper, of first-rate quality, is copper fast-

ened, and finished with great care. She reflects great credit on Mr. Hall, the builder.

Also, on the 10th, at Mudsco, near Bathurst, from the building yard of John Woolner, Esq. a handsome Brigantine of upwards of 124 tons, new measurement.

Robert Gordon, Esq. the Coroner of this County, held an Inquest on the 7th inst., on the body of a man found on the shore near Belledoune, supposed to be drowned from a boat, off Heron Island, early in the summer.

**COUNTY RESTIGOUCHE.**—A Correspondent writing to us from Dalhousie says:

On Wednesday morning, the 7th inst. there was Launched from the Building Yard of Messrs. Arthur Ritchie & Co. at Campbellton, a copper-fastened ship, of 774 tons register, named the Try. She started from the ways, and glided into her destined element in good style; and within half an hour was safely moored alongside of Messrs. Ritchies wharf, where she now lies, a beautiful model, and being built of excellent materials, and in the best style of workmanship, must tend to maintain the character of her builder.

## Marriages.

At Dunlop, County of Gloucester, on the 7th ult., by the Rev. George McDonnell, Mr ARCHIBALD ALEXANDER, to MARGARET, daughter of Mr Robert Moody, all of the Parish of Beresford.

## Deaths.

At Chatham, on Tuesday, 6th inst., ISABELLA, infant daughter of Mr Thomas Phillips, aged 13 months.

At Nelson, on the 15th ult., Mrs LESLIE, Senior, aged 64 years, much regretted, by a large circle of friends, as the painful and affecting bereavement of a beloved wife, and an exemplary mother in Israel.

A certain officer, some years ago, borrowed of a Lieutenant in the 1st Battalion Northumberland Militia, a new Sword, Scabbard, and Belt, which have not found their way back.

Now therefore be it known, that should the said certain officer condescend to walk back the long-lost articles, his condescension shall be esteemed by the Lieutenant, as an act of moral, as well as military courage worthy of imitation; but should the certain officer persist in sharking it much longer, he will find that there are more ways than one of measuring swords even with redoubtables of his calibre. 9th August, 1850.

## Removal.

## THE SUBSCRIBER

Returns his best thanks for the patronage he has received since he commenced business; and begs to state that he has removed his Shop to the corner house lately occupied by Mr Andrew Wyse, opposite the Drug Store of Messrs. K. B. & W. Forbes, where all work in his line will be thankfully received, and punctually attended to.

JOHN DUFF.

Chatham, July 2, 1850.

## MIRAMICHI FOUNDRY.

The Subscriber respectfully informs the Public, that as the **MOULDING SHOP** belonging to the Establishment, was saved from the late Fire, he is enabled to furnish **CASTINGS** in BRASS and IRON as usual. He also begs to state that in a short time he will have the **FITTING-UP SHOP** in complete operation.

HUGH BAIN.

Chatham, August 5, 1850.

N. B. Sove Pipe, Pans and Tinware made to order.

## Just Received,

## AT THE VICTORIA HOUSE.

The Subscribers respectfully inform the public that they have just received from St. John, a LOT of

## New and Fashionable Goods.

Suitable for the season, which they offer for sale at their usual low prices, for Cash only.

E. DALEY & SON.

Chatham, August 5, 1850.

## WANTED,

ON LOAN, to the County of Northumberland, the sum of **FOUR HUNDRED POUNDS**. Apply to the Clerk of the Peace. THOS. H. PETERS, } Committee  
R. HUTCHISON, }  
H. B. ALLISON, } Sessions.

Newcastle, July 22, 1850.

## NOTICE.

TENDERS will be received at the Sheriff's Office, Newcastle, until 12 o'clock, A. M., on the 20th day of August next, for the **LOAN** of **FORTY POUNDS**, on the Credit of the County of Northumberland. The Tenders to express the lowest rate of Interest.

JOHN FRASER, }  
H. B. ALLISON, } Jail  
T. C. ALLAN, } Committee.  
W. A. BLACK, }

Newcastle, July 22, 1850.

## SURVEYOR'S BONDS

For sale at the Gleaner Office.