

"The Old Colonies of America, however they have been hated and sneered at heretofore by us of more loyal origin dissent or sentiment, were a long suffering people, and were driven to rebellion by a cold heartless selfish policy; and we the people of British North America live to see the day when we can draw a most dreary and degrading comparison between their condition, as independent citizens, and ours as the mere objects of England's convenience, and the props of her power. The arms of our industrial resources are paralysed by her absurd commercial policy, which drives the artisan from our shores, and has left our street and thoroughfares deserted by all except those who are bound by ties which they cannot break. Aye, scores of our young men and men of family, are obliged to leave their parents, wives, and offspring behind them, to go and seek a livelihood on a foreign shore, and periodically remit to those they hold dear what they can spare from the fruits of their industry, and perhaps ultimately send for them to settle with them in a more prosperous country."

The last number of the St John Courier contains as follows:

"Now, it must be apparent to all, whether Colonists or Americans, that the position in which New Brunswick has been placed by all these recent commercial changes, is one of most deplorable helplessness, without even the liberty of entering into negotiations to open up a trade with Foreign States that might be advantageous to both parties. It may be all very true that the British Minister at Washington will keep our interests in view in making any commercial treaty with the American Government, but until we can have the power conceded to us of attending to our own affairs, instead of trusting to a person who never was in the Province, and knows nothing, comparatively speaking, of its interest, we cannot expect to do much good. Our new House of Assembly on this subject, must make a very plain statement of our position to the Home Government on the very first opportunity, as the time has now gone past when we are quietly to wait till our case may be taken up and discussed by the Imperial Government."

**ACKNOWLEDGMENT.**—Through the attention of D. S. KERR, Esq., we have been put in possession of a Pamphlet issued by the "New Brunswick Society for the Encouragement of Agriculture, Domestic Manufactures, &c." which contains a detailed report of the proceedings of that body since its formation, and some most admirable hints to farmers on various subjects connected with their profession. Some of those hints we shall in future numbers transfer to our columns.

The objects contemplated by the society are most praiseworthy, and we are glad to learn that a meeting is to be called at an early day, to take into consideration the propriety of establishing a branch thereof in this County.

**NOVASCOTIA.**—The late Public Meeting convened at Halifax, on Saturday week, to receive the report of the Portland Delegate, came off with much unanimity, and was numerously attended. The papers furnish us with the following Resolutions, passed at the Meeting:

1. *Resolved*, That the Report of the Halifax Delegates of the proceedings relative to the construction of the European and North American Railway, be now received, and that His Worship the Mayor, the hon. the Attorney General, and the hon. John E. Fairbanks do now receive from the citizens of Halifax their most cordial and grateful thanks for the valuable services they have rendered to this Province, by conducting to a successful issue their mission to the Railroad Convention at Portland.

2. *Resolved*, As the opinion of this meeting that the European and North American Railway, projected by the Convention recently held in Portland, is an undertaking that commends itself to the favorable consideration of the People of Nova Scotia.

3. *Whereas*, the convention recently held at Portland did not decide upon the terminus of the projected Railroad on the Eastern coast of Nova Scotia:

*Resolved*, That it is the opinion of this Meeting that the harbor of Halifax is the only suitable place for the terminus of the European and North American Railway in Nova Scotia.

Hon. Mr Johnston moved a Resolution to appoint a Committee to take into consideration the whole subject of the Railway, and to transact general business in connection therewith; but which was subsequently withdrawn, by unanimous consent, to make way for the amendment, moved by the Hon. the Provincial Secretary, and seconded by Thos. R. Grassie, Esq.—Mr Johnston reserving his right to act independently in any future movement.

4. *Resolved*, That as it is the first duty of a Government to construct and control the great highways of a country, a respectful address be prepared and presented to his Excellency the Lieutenant Governor, praying that his Excellency would recommend the Provincial Parliament to undertake the construction of that portion of this important work which is to pass through Nova Scotia, on a

line between Halifax and the frontier of New Brunswick.

5. *Resolved*, That His Worship and the City Council be a Committee to prepare and present an address to His Excellency under the foregoing Resolution.

6. *Resolved*, That in the event of Halifax being selected as the terminus of the European and North American Railway, agreeably to the report of the Commissioners appointed by the Imperial Government to survey a line from Halifax to Quebec, that the Legislature be authorised to pass an act securing the annual sum of five thousand pounds to be raised by an equal rate upon the property of the inhabitants of the city and county of Halifax, provided such contribution be required to pay the interest on the capital expended."

**AGRICULTURAL.**—The Fredericton Head Quarters of Wednesday, says:

"We regret to say that there is no doubt whatever that the Potato disease has appeared in the neighbourhood of this city, but not to an extent which need cause any alarm for the general safety of the crop. Turnips have also in one or two cases, suffered from apparently a similar cause of decay; but these cases as far as we are yet informed, are confined to a very limited district."

**CANADA.**—The papers obtained by the mail put us in possession of the following particulars of a most disastrous fire which occurred in the city of Montreal on the night of the 23rd August, which are copied from a slip published in the office of the Pilot.

Saturday, August 24, 1 A. M.  
*Awful Calamity.*—It is our painful duty to record that a disastrous fire broke out about half-past ten o'clock last night, in some stables in the back of Craig street, completely surrounded with wooden buildings, which in an incredibly short space of time, were in a blaze. We were walking up St. Urbain street at 20 minutes past 10, when all was quiet: 10 minutes afterwards, we saw a whole block of buildings in flames. The fire first communicated to the broom factory of Mr. Kellogg, and the furniture manufactory of Mr. Armstrong; thence it spread to the adjoining buildings, and it soon became evident that a terrific conflagration would take place. Want of water was complained of on all sides. The water-carts could afford but a very insufficient supply. If we have not some better arrangement, our firemen had better be disbanded, and engines sold. Of what use are they if there is no water? The military are out, to protect property, which is lying in heaps in the Champ de Mars and other places.

Three A. M.  
The progress of devastation is now stopped. A block of houses belonging to A. Perrault, Esq. was the last destroyed. An attempt was made to blow them up with gunpowder, but it failed.

We are sorry to hear that one of the Firemen, named Goodyear, was seriously hurt, by falling from one of the houses. The east side of St. Urbain street, from the part where the fire originated, to Craig street, is entirely destroyed. The wind being South-west, drove the flames across to St. Charles, Barroome street, St. Dominique street, and St. Constant street. House after house caught with marvellous rapidity. The fire is still raging. It is impossible to say how many buildings have been consumed—probably a hundred, or even more—and many of them were substantial cut stone houses. The destruction of property is very great—greater, we learn, than at Griffintown fire. Vast quantities of furniture have been destroyed in the act of removal, or being deposited in places which were thought secure, but which the fire afterwards reached.

The Quebec Chronicle contains the following paragraphs, which furnish an account of the number of vessels that have arrived at that port during the season.

Comparative statement of arrivals and tonnage at this port, from sea, in the years 1849-50, up to 17th August in each year:

1849—694 vessels 250,305 tons.	12	3,944 tons more this year.
1850—682 do 284,249 do.	1849—73 vessels, 4,982 tons.	
	1850—50 do, 3,773 do.	

23	1,209 less this year.
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**OREGON AND CALIFORNIA.**—We are indebted to a friend who formerly resided in Chatham and is now in Oregon, for copies of the Oregon Speculator, Daily Alta California, and Daily Pacific News. We have hastily glanced over them, and although they do not furnish anything of consequence which has not previously been published, it affords us an opportunity of forming something like a correct idea of the amount of business done in these distant regions, which is most marvellous to witness. The papers are of respectable size, and contain a large number of advertisements, with extensive shipping lists. A Correspondent of the New York Tribune, writes from California as follows:—

On the whole, taking into consideration the largely increased number of persons em-

gaged, the many new deposits discovered, and the increased facility with which work is carried on, I should judge that the yield this year will be much greater than last, and that operations will be equally successful. Much misapprehension exist in our Atlantic States in regard to the success of workmen, or their average per diem profits, and hence many of those who come here and make the trial, after a few days' or weeks' hard labor, either give it up in despair and turn their attention to some other business, or else spend their time prospecting for more valuable and richer deposits. I know of men on the American Fork who came in this Spring and took up deserted locations, who have been averaging from \$200 to \$300 each per week. There appears to be a restlessness to hunt up new locations among the miners, which keeps about a third of them moving about all the time.

Many new and important towns are springing up throughout the State, particularly upon the Feather and Yuba Rivers, where an extensive steam navigation is sustained. Among the first after leaving Sacramento is Freemont and Vernon, situated at opposites of Sacramento River, at the mouth of Feather, some 35 miles distant from Sacramento.—Next up Feather, comes Nicolaus, which is one on the right bank of the river, then Eliza, a village on the same side, laid out by Capt. Sutter, and named after his favorite daughter. Next comes Yuba City, situated on the left bank of the River, at the mouth of Yuba River; and then about one mile from the mouth of that river, comes Maryville, situated on the left bank of the river. The latter is a fine flourishing city of some six months growth, and contains a population estimated at from 3,000 to 5,000, and does an amount of business truly astonishing.

It is doubtful whether steam navigation can be maintained to Marysville all the season, unless something is done to remove the sandbar at the mouth of the Yuba, which, it is contemplated, will shortly be done. In the event of navigation being uninterrupted during the season, I look upon this as being one of the best points for trade on the Sacramento River, or its tributaries. By reference to the Map, you will perceive its location is such as to command the trade from the head waters of the Yuba, and the great portion of mining district on Feather River.

Sacramento city is steadily progressing and improving, not only in business but in size. The city has doubled in population since last March. Some excitement was caused by the squatters locating on unoccupied lands around the city, but the whole matter is now coming up for legal adjudication before the proper Courts, and will be settled in that way peaceable, and without further disturbance.

**PROVINCIAL APPOINTMENT.**—Francis Ferguson, Esquire, to be Commissioner for the erection of a Bridge over Tettagouche River, £160.—*Royal Gazette.*

### Marriages.

At Chatham, on Sunday morning last, in Wesley Chapel, by the Rev. C. Lockhart, Mr WILLIAM PARKER, of Upper Nelson, to ELLEN, second daughter of Mr Joseph Spratt.

At Boston, on Wednesday, the 20th ult., at the Jewish Synagogue, Washington Street, by the Rev. Mr Strauss, JONAH SAMUEL, Esq., late of Dalhousie, New Brunswick, to JULIA ESTHER, only daughter of Joseph Samuel, Esq., Merchant, Chatham, New Brunswick.

[Our lads say they have been in luck's way the past week. It is not often they have to acknowledge within that time the receipt of two ample slices of bridal cake. They return thanks for the same and wish the parties every happiness.]

On Sunday evening last, by the Rev. Mr Vereker, Mr THOMAS CARRIGAN, to MARGARET, second daughter of Mr Michael Currie, all of Chatham.

At the Manse, Blackville, on the 26th ult., by the Rev. John Turnbull, Mr ISAAC SCOTFIELD, to Miss JANE JARDINE, both of the Parish of Blackville.

### Ship News.

#### PORT OF MIRAMICHI.

Our regular Shipping List has not been received from the Custom House.

#### PORT OF DALHOUSIE.

ENTERED, August 25, ship James Moran, Morrison, Greenock, ballast, Wm. Hamilton.  
CLEARED, August 29, schr Jané Spratt, Lawler, Newfoundland, E. Ferguson & Co.

Deal, August 11, sailed, Abena, Bathurst.  
Clyde, August 12, sailed, Champion, Bay Chaleur.

Torquay, August 12, sailed, Emma Zoller, Dalhousie.  
Hull, August 12, sailed, Miramichi, for Miramichi.

Liverpool, August 15, sailed, Helena, Miramichi.  
Cleared at Liverpool, Omega, from Miramichi.

Spoken at sea, Henry Hood, Clyde to Bathurst.  
Pill, August 15, sailed, Downes, Bathurst.

Québec, August 21, cleared, Swift, Miramichi.  
Arrivals in Britain.—From Bathurst: Hartlepool, Penarth Roads. From Dalhousie:

Mary Brack, Shields; Ant, Carlisle; Ambassadors and Spartan, the Clyde; St. George, Lancaster; Mary Cardiff; Caledonia, Penarth Roads. From Miramichi: Hewson and Polynesia, Shields; Kate Howe, Queenstown, Hannah, Bristol. From Richibucto: Lochmaber, Liverpool; Jane Thompson and Prince Albert, Gravesend; Severn, Gloucester; Buvento and Emma Lincoln, Hull. From Shediac: Galway Ark, off Queenstown.

#### PORT OF SHEDIAC.

ENTERED, August 30—schr Musca, De-grace, Shippegan, passengers, Mrs. Barbarie, Mrs. Botsford, Dalhousie, and Mrs. Ferguson, Bend of Peticodiac.

### THIS DAY'S MAIL.

**UNITED STATES.**—*Professor Webster Executed.*—A despatch was received at the News Room, yesterday, stating that Professor Webster was hung at twenty minutes before ten o'clock in the morning. It appears that his family visited him twice a week, but according to their own desire, remained ignorant of the time of his execution, parting from him each time as if it were the last. When they next visit his cell, they will find it empty, and then know for the first time that he is no more. The execution took place in the jail-yard, and was consequently not witnessed by the masses, only those being admitted who procured tickets from the Governor.—*St. John Newbrunswick, Aug 31.*

**NOVASCOTIA.**—*The Steamer Atlantic.*—Captain Meagher of the Brig. Halifax, arrived at Halifax on Thursday, reports that on Wednesday night, at half past nine o'clock, when off that harbor, he saw a large steamer, showing a bright light, standing in from the eastward. She crossed the mouth of the harbor to the northward of Halifax, took a sheer by the Sisters, and stood west past Sambro.

This Steamer is supposed to be the Atlantic, then less than seven days and a half from Liverpool. If so, she would probably reach New York last night—performing the passage from Liverpool in nine days and a half!—which would eclipse the Cunard steamers so far.—*St. John Courier, Aug. 31.*

*Important.*—We are informed, that a Legislative session will be immediately called to deliberate on the special and important subject of the European and North American Railway.—*British American, 31st.*

### 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.

### Great Electoral Hessian State LOAN, Of 6,725,000 Dollars

THIS LOAN is guaranteed by the Government, and contracted by the eminent Banking House of Messrs. M. A. von Rothschild and Sons, in Frankfurt-on-the-Maine. The following capital Prizes must be gained, viz:—

14 of 40,000 dollars.
22 of 30,000 dollars.
24 of 32,000 dollars.
60 of 8,000 dollars.
60 of 4,000 dollars.
60 of 2,000 dollars.
120 of 5,000 dollars.
150 of 1,000 dollars, &c. &c.

The smallest Prize is 55 dollars.  
The next Drawing takes place irrevocably on the FIRST of DECEMBER, 1850.

The Price of the Shares is as follows:—  
One Share for \$5 | Six Shares for \$25  
Thirty " \$100 | Sixty-five " \$200

Remittances can be made in Bank notes, Bills or Drafts on Europe, &c. Each Shareholder will receive, free of expense, the Prospectus, with full particulars, and after the Drawing, the List of the successful Numbers, which will also be published in the leading Journals. The Prizes will be paid in Cash at Frankfurt-on-the-Maine, Vienna, Paris, London, New York, or New Orleans.

Apply, without delay, to Moriz Stiebel, Sons, Bankers and Merchants, Frankfurt-on-the-Maine, Germany, or those who prefer it can direct their Letters to the care of Messrs. S. Stiebel and Co., Merchants, 32, Nicholas Lane, Lombard Street, London.

P.S. Remittances which arrive too late will be returned to the sender, or if he prefers it, Shares for the following Distribution will be forwarded.

### 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.