

THE ELECTION.

The subject of the approaching Election is engaging the attention of the public throughout the Province, and the Editors of various Journals as well as their correspondents, are occupied portraying the wretched state of the Province—denouncing the acts of the various members of the Assembly, and pointing out the evils which have resulted from the system pursued by our present Government, who, it seems, will not act themselves, or allow others to originate, or carry out successfully any measure calculated to improve our condition, or develop those resources which a kind Providence has so lavishly bestowed upon us.

In this day's paper will be found two communications on this all-engrossing subject, and we have on hand some others, which shall appear as speedily as we can make room for them.

The Editor of the St. John Morning News concludes an article, headed 'To the Electors of New Brunswick,' as follows:—

We believe that 'protectionists' are as favorable to a fair reciprocity, as those who advocate free trade; because they know well that with a fair stage they can compete with any people under the sun. If that be the creed, then in the name of common sense do not stop by the wayside to discuss the merits of 'protection,' or 'free trade'; but as Colonists and men, come up to the point at once, and tell England through the next House of Assembly, that we must have reciprocity, through her influence, as she assumes the right of treating with foreigners, on behalf of her Colonies. If she cannot do this, obtain us reciprocity, then tell the British Government we are determined to obtain it for ourselves the best way we can—we will not be dictated to any longer—nor will we suffer our interests to be sacrificed with impunity, without reminding the people of England that we are made up of the same Saxon material as themselves, and will stand by our rights. Submission beyond a certain point is slavery, nay criminal, and we cannot, must not submit to be destroyed. We will not stop here to show wherein our grievances consist. They are too numerous to mention a single article. But we will just furnish an example of Colonial hardship, which has come to our knowledge within a few days. We pass over the Ashburton treaty by which our territory is ceded to Jonathan without our consent. We pass over the circumstance of our ports having been thrown open to American ships to come and carry off our freight, and destroy the shipping interest, and such like things; and without receiving a corresponding advantage from our neighbors in return, we submit. We now come directly to the point. The Woodstock iron company have already expended twenty-two thousand pounds on their works—which seems almost like money thrown away—notwithstanding the ore is said to be of the most superior description, cause there is no market for its consumption. The company sent at different times loads of this iron to the United States where it was sold at scarcely paying prices, owing to 30 per cent duty. Our cunning neighbors began to take alarm; and they now resort to stratagem to keep us out of their markets, which was discovered for the first time, to the surprise and indignation of the company, about a couple weeks since. A load of iron was sent to Boston at that time, when the custom house officers informed the captain or supercargo, that the iron would have to be appraised. What next? An appraiser goes on board, and values it at so high a figure that it would be of greater profit to throw the iron overboard, than to enter it at such a ruinous appraisal. The consequence was, the vessel had to return to St. John with her cargo, the owners losing the freight, both ways, time, insurance, &c., &c. Now this is only an instance of our hardships. England treats with foreigners at our sacrifice, and in return foreigners treat us with neglect and contempt. Is this a state of things to be endured much longer, without making a demonstration? When the mother country treats with other nations she ought to do it conditionally, so far as her colonies are concerned—or at all events, not treat in such a way that foreigners may be at liberty to interfere with our commerce, and not be obliged to give us a *quid pro quo* in return.

Let the people of New Brunswick, our merchants and business men of St. John particularly, think of these things, and send no man to the House of Assembly who will not have nerve enough to speak to England, not as hat-in-my-hand paltroons; but like men of grit and determination—who knowing the wrongs we suffer, will come out openly and insist upon justice, or separation as the alternative.

Gold News.—It is perfectly refreshing in these dull times to have to notice any circumstance calculated to improve the prospects of the country, and to revive the drooping energies of the people. A Legal gentleman residing in a neighboring county, writing to a brother chip in Mir-

amichi says that the Sheriff has only issued five writs for the ensuing term, that the Lawyers are being starved out, and that unless the law-business looks up, they will have to turn to some honest calling to make a livelihood. Should this be true, there will still be some hopes for the country. The 'good time' is certainly 'coming.'

UNION OF THE COLONIES

We perceive that two of the Executive Members of this Province, Messrs. Chandler and Wilmit, have left for Washington, we presume, in reference to the Reciprocity Bill now before Congress. We sincerely trust something will be effected through their means, to raise the business prospects of the Province from the lethargic state into which they have unfortunately sunk. But however much a thorough reciprocity would ameliorate our condition, extend temporary relief, and give an impetus to trade; still much more is required to place these Colonies in the position they are destined to occupy at no distant period. British Capital is required to be brought into the country; our industrial resources must be developed; a railway should at once be undertaken through the Provinces from Halifax to Quebec, connecting the noble Province of Canada with the Atlantic terminus. An extensive system of Colonization should be adopted, and every facility granted for the immediate settlement of emigrants on the wild lands of the Colonies; and our languishing commerce should be fostered and encouraged in every possible way. If this were done, capital would be brought into the country, enterprise would be engendered, labor would be abundant, and the operative reap the full reward of his labor; and mercantile and commercial speculations would be prosecuted with zeal, and a reasonable hope of success.

The question now arises, how are these important changes to be effected; changes which if carried into effect, successfully, must result ultimately in the permanent weal of these Colonies. We feel assured that an effort must be made in England, and that conviction must be brought home to the Colonial Secretary in Downing Street, before any great change can be effected. Our position is not properly represented there: we must call on Earl Gray, and ask him what he means to do with the Colonies, and whether it is the wish of the mother country to retain them as a part of the Empire or not; and if it be their wish so to do, then call upon the Minister, in the name of the suffering people, to do something for our advancement, in Railways, in Colonization, and Trade; and in this way introduce Capital, settle the waste lands, and advance commercial enterprise.

But it may be asked, how is this conviction to be brought home to the Minister's mind. We would suggest, that a Convention of Delegates be selected by the different Local Governments from all the North American Colonies, to assemble in London, and bring all these questions—our present position, our future prospects and expectations, prominently before the British Government, and in the language of truth and firmness, and with all sincerity and respect, demand of Earl Grey, what are the intentions of the Mother Country in reference to these Colonies. Such a convocation would be highly desirable, and in this way much might be accomplished for Colonial interests, and the Colonists themselves would from the result of the Convention, have data whereon future operations can be based.

We throw out these hints, with the hope, that should they meet the views of the Provincial Government, that immediate measures may be taken to carry them out.

THE SEASON.—The weather still continues extremely cold and disagreeable. The whole of the last week the wind

blew without any variation, from the eastward. It has fortunately been dry, which has enabled our farmers to work in the fields, where they have been busily employed putting in their seed. May kind Providence reward their labors with a bountiful harvest. The Nova Scotia and Canada papers speak of similar weather being experienced in those Provinces. The Quebec Chronicle says:—

We have had an extraordinary prevalence of strong easterly winds at Quebec, which prevents the setting in of warm weather, and materially retards the progress of vegetation. We have arrived at the 25th of May, and have not yet experienced one day of summer's warmth.

COUNTY OF RESTIGOUCHE.

UNFEELING CONDUCT OF A BRITISH SHIP-MASTER.

Extract of a letter dated

DALHOUSIE, May 30, 1850.

On Monday last, 27th instant, David Wilson and Robert Cochran left this place in a boat laden with goods for New Richmond, the weather at the time being fine and almost calm. They had proceeded as far as the upper end of Heron Island, when a squall of east wind came suddenly up the Bay and upset the boat; but they both succeeded in gaining her bottom, the wind increasing almost to a gale. While in this perilous situation they were cheered by the sight of a square rigged vessel coming up the bay, which they had no doubt would rescue them if they could attract the attention of those on board.

The vessel (which proved to be the Alcione, J. F. Watson, master,) approached them rapidly, and in such a direct line, that a new danger threatened them, in the probability of their being run over. She had neared them so, that the distance between the ship and boat (as stated in the affidavit of Wilson) did not exceed ten or twelve feet. While in this position they were discovered by a look-out on the bow of the Alcione, and the helm being put down, she came to the wind. In doing so she told off a short distance, and the master ordered the helm to be put up, and proceeded to the ballast ground, where, in half an hour, she was snugly at anchor, between 4 and 5 o'clock, p. m. About fifteen minutes after the boat passed the two unfortunate fellows they were both washed off the boat. Wilson after a hard struggle managed again to reach her, but on looking round poor Cochran was not to be seen: he had sunk almost immediately after being washed off. Wilson clung in despair to the keel of the boat—now fast drifting out with the falling tide into the open bay, and night approaching—night came without succour, and the wind, which had lulled considerably before sundown, again increased, and blew stronger than ever. His feelings at this time must have been those of utter hopelessness—drifting at the mercy of the waves throughout a whole night, pitchy dark, and so cold that it resembled a night in November rather than in May. The tide at length turned, and still holding on to the boat, he was carried up the bay towards the harbor. About day light he found himself so near Douglas Island, opposite Dalhousie, then summoning his remaining strength he was able to get upon the rocks, from which he hailed a schooner, and was taken on board.

It is painful to have to record an instance (as in the case of Captain Watson) of such a want of humanity; such an absence of that feeling so wisely implanted in the breast of man, which prompts him to rescue, as far as in him lies, his fellow being from impending danger. He passed within a few feet of two men struggling with death, but made no effort to save them. The only demonstration made at all, was bringing the ship to the wind, and this was done by order of the pilot, which order was instantly countermanded by captain Watson. The wind was not so violent as to prevent their bringing the vessel to anchor. The anchorage was good all round, and almost daily made use of by outward bound ships, when headed by east winds, so his pilot could have informed him, but no attempt was made. The vessel was put before the wind, and the poor fellows left to their fate.

His unfeeling conduct did not end here. It was not enough that he left them to perish, but it would appear he was determined no one else should assist them. About an hour after his arrival at the ballast ground, it was so calm that a birch canoe could have been taken from the shore to his ship, and some of his crew then volunteered to go in search of the men on the boat, but meeting with no encouragement they did not press their offer. Neither captain Watson or his pilot landed to report the circumstance until *Custom House hour next morning*. What a night of physical suffering and mental agony he inflicted on poor Wilson by his culpable neglect; how unmanly was such conduct. What a gloomy contrast with that of the gallant Capt Cook and many others, who have within a few months past signalled their names by their humane and noble efforts in their preservation of human life. They have gained the world's esteem and approbation. It was well for those on board the 'Caleb Crimshaw' that it was not the 'Alcione,' capt. J. F. Watson, that was near them in their hour of peril, else, sad had been their fate.

It is useful that generous deeds should be chronicled, and it is a pleasure to read them, but it is equally necessary that the reverse should be made public when they occur (which we are happy to say, as regards seamen, as in the case mentioned, is very seldom),

in order that all men may mark their abhorrence of them; and we deem it to be the duty of the press to hold up to public scorn far and near, such a man as Captain Watson, or any other of the same description, who value human life less than the breaking of a rope-yarn.

THIS DAY'S MAIL.

THE CUBA EXPEDITION.—Fifteen hundred persons reported to be taken.—Action of our Government.—Washington, May 29.—It is reported that despatches have been received at the Spanish Legation that fifteen hundred additional prisoners have been taken on the Southern coast of Cuba, in two large vessels.

The greater part of these were Americans, and were discharged and permitted to return to the United States, while those of other nations have been summarily tried by court martial.

It is also reported that it has been determined in Cabinet Council to hold the Cuban authorities to rigid accountability for the treatment of Americans, and that a special agent is to be despatched forthwith by the state department to attend to the business.

[It would be well to take parts of the above, with a few grains of allowance. It is not the character of the Cuban authorities under the circumstances to let these prisoners go, so summarily as it is here said.]—N. Y. Express.

LATER FROM RIO JANEIRO.—The barque Kathleen, at New York, from Rio Janeiro, brings dates to the 21st April, 17 days later. The yellow fever was rapidly on the decline. The deaths average about 60 per day. Beyond the melancholy details of the deaths of distinguished persons, the papers contain no news.

The Alta California of April 5 mentions that there had been another alarming rise of water at Sacramento City. Embankments were made by order of the Mayor, and other precautions taken.

Deaths.

At his residence, Lower District of Newcastle, on the 29th ult., Mr WILLIAM GORDON, Senior, aged 84 years. Mr Gordon was a native Morayshire, Scotland, and emigrated to this country in the year 1788. His guileless disposition, and earnest desire to live in peace with all men, gained for him the esteem and respect of all with whom he came in contact, which was shown in the large and respectable body of persons which followed him to the grave. He was what Pope calls 'the noblest work of God, an honest man,' and in him the poor and needy of all creeds have lost a friend.

Ship News.

PORT OF MIRAMICHI.

ENTERED, May 27—brig Amethyst, Owen, Teignmouth, 26 days, ballast, Gilmour, Rankin & Co.

28th—schr Irish Lass, Cahill, P. E. Island, produce, master.

June 3—brig Garland, Spearing, Boston, 16 days, general cargo, W. J. Fraser and others.

CLEARED, May 29—schr Arrow, Joncas, Gaspé, ballast.

30th—schr Joseph, Nickerson, P. E. Island, general cargo, Gilmour, Rankin & Co.; brig Mariner, Campbell, Port Glasgow, timber & deals, do.

June 1—brig Czar, Smillie, Dundee, timber & deals, Duncan & Loch.

3rd—brig Queen, Eskdale, Darlington, do, Gilmour, Rankin & Co.

PORT OF DALHOUSIE.

ENTERED, May 27—barque Alcione, Watson, Boston, ballast, A. Ritchie, & Co.; schr Sylph, Le Buff, Halifax, 10 days, general cargo, A. Ritchie and others.

28—barque William and Ann, Scott, Cadiz, ballast, A. Ritchie & Co.; schr Providence, Menard, Quebec, 20 days, general cargo, A. Ritchie & Co.

CLEARED, May 25—schr Margaret, McGougan, P. E. Island, Sundries, H. McNutt; brig Mary Ann, Cochran, Newfoundland, Lumber, H. & J. Montgomery.

Quebec, May 23, arrd, schr Swift, Leblanc, Miramichi. 22, old schr Dove, Gamache, Richibucto. The barque Jane Lowden, Longford, arrived yesterday, picked up, on the 10th instant, the captain and crew of the barque Hibernia, from Glasgow to Quebec, which went down among the ice on the Green Bank, on the 10th inst. Captain Turner, of the barque Tam O'Shanter, reports that the barque Ann, of Plymouth, went down in the ice 15 miles N. E. of Magdalen, on the 18th May. Crew saved.

Sheriff's Sale.

On MONDAY, the ninth day of December next, in front of Hamill's Hotel, Newcastle, between the hours of 12 and 5 o'clock, P. M., will be sold by Public Auction:

All the Right, Title, Interest, Property, Claim and Demand of CHARLES A. HARDING to any Real Estate in the County of Northumberland; the same having been seized and taken by virtue of an Execution issued out of the Supreme Court at the suit of Alexander Simpson against the said Charles A. Harding.

W. A. BLACK, Sheriff.
Sheriff's Office, Newcastle, June 4, 1850.