

sure concomitants—disease and death; and all the waste of time and means, waiting for the sailing of merchant ships on this side of the Atlantic, and for friends and conveyances on the other, would be obviated by this simple provision. A bounty to half the extent of that now given for carrying the mails would provide ocean-omnibuses for the poor. Or, if Government, by direct aid to public works, or by the interposition of Imperial credit, to enable the colonies to construct them, were it to create a labour market, and open lands for settlement along the railway line of 635 miles, these ships might be provided by private enterprise.

[Remainder next week.]

Colonial News.

New Brunswick.

Quarantine.—The ship Pomona, Cronk, master, arrived at the quarantine station on Saturday morning last, after a favorable passage of seventeen days from Liverpool. The Pomona had on board 303 steerage and 13 cabin passengers.—One child died on the voyage, and when Dr. Harding visited the ship on Saturday morning, another child of the same family was found to be dangerously ill of small pox. It died during the day, and was buried on the Island on Sunday. All the passengers were landed upon Patridge Island yesterday, for observation and purification; no sickness exists among them, so far as yet ascertained, and we trust, from the precautions taken, the small pox may not spread. The Board of Health passed an order yesterday forbidding all communication with the island for the present.

The Temperance Demonstration yesterday was grand and imposing; the procession was formed at 11 o'clock, which included the Divisions in this city, Portland and Indian Town, numbering several hundreds, and their gay banners and regalia, together with the martial sounds of music, rendering the display very attractive.

The Soiree, held in the evening, was attended by a large portion of the beauty and fashion of our city, and included nearly one thousand persons. The affair was altogether one of the best ever witnessed in this Province, and reflects great credit on all concerned.—St. John New Brunswick.

Beginning to Thrive.—The Schooner Richmond, Evans, master, owned by R. D. Wilmot, Esq., is now loading at one of the wharves in this city, for Boston. The Richmond has already on board 2,200 bushels of oats, and 7,500 lbs. potash, both the produce of Carleton County. The remainder of her cargo is to be made of shingles, &c. This is the first vessel which has loaded at Fredericton for a foreign port, but we understand there are others on the way to take cargoes from this port.

This morning the Messrs. Cameron had in their stall in the market house, the beef of an ox five years old, weighing 993 lbs. The ox was reared by Mr. Ira Ingraham, of this county, and was as fine a specimen of what can be done by careful feeding as could be any where produced.

The same parties had last week an ox raised by Mr. Sutherland, who resides within a few miles of Fredericton, which, when dressed weighed 834 lbs., and a few weeks previous another also fed by the same farmer which weighed 844 lbs.—Fredericton Head Quarters.

The Directors of the Mechanics' Institute, we learn, propose having an exhibition of articles of Domestic Manufacture and Industry, at the Hall, early in the coming autumn, to be open to specimens throughout the whole Province; they also propose having a grand floral, agricultural, and pictorial exhibition, a concert, and picnic, in the course of the summer, with the object of raising funds to discharge the present debt and enlarge the Library of this excellent establishment.—St. John Observer.

Novascotia.

A Charter was granted last session to incorporate the Halifax and Annapolis steamboat company. Captain McKay, who has taken some interest in the enterprise, is now in this city obtaining signatures to the Stock List. Nearly three thousand pounds has been taken, and there can be little doubt that the whole will be subscribed in a few days. We are of opinion that this investment will prove a paying speculation, if properly managed; and as a meeting of the subscribers is shortly to be called, to take the initiatory steps, we suggest that due caution be exercised in maturing plans for future government and operation.

We are glad to learn that Mr. Gisborne entirely succeeded in his Electric Telegraph movements in Newfoundland, and that the Legislature have met his views in a very liberal spirit. We understand he will shortly return to Saint John's to carry these out.—Halifax Sun.

The Commandant of this Garrison, Colonel Bazalgette will, it is said, administer the Government of Nova Scotia, during the temporary absence of His Excellency Sir John Harvey.—Halifax Chronicle.

Loss of the Steamer Falcon.—The non arrival of the steamer Falcon from Newfoundland, gave some uneasiness as to her safety

during the week, and on Friday evening intelligence was received, by the arrival of a vessel with the mails from St. John's, of her total loss. We give the event as made known by Captain G. A. Corbin, in a letter to the agents:

“FERRYLAND, 8th May.

“Messrs. Baine, Johnston & Co., Gentlemen.—It is with deep regret that I have to advise you of the loss of the steamer Falcon, on the north side of Ferryland Narrows, Isle de Bois. She struck about 2, A. M., being very foggy from the time we left St. John's. I cannot account for the accident, as I had been steering S.S.W. two hours, S.W. by W. one hour, and S.W. 1/2 S. till she struck. It is the opinion of all persons here that the compasses must be greatly out. The vessel is sunk in thirty feet of water, the weather rail under the surface. She sank so rapidly that very little was saved. I have saved the mails, and will forward them as soon as the weather permits—no lives lost. Mr. James Carter is rendering me every assistance. I am, gentlemen, your obedient servant, G. A. CORBIN.”

Her passengers arrived by the schr Lara.—The Falcon was partially insured.—Halifax Colonist.

Fatal Accident.—As the Western Mail Coach was passing through Wolfville yesterday, the 16th inst., towards Halifax, the horses coming rather suddenly upon a person cleaning a waggon on the side of the road near a bridge, took fright, and the Coach was thrown over into the stream, and sad to say, one of the passengers was killed. One female passenger came on; the others were detained till after the Coroner's Inquest. None of the other passengers, we learn, were at all injured. The deceased's name was William H. Bishop, second son of Elisha Bishop, Esq., of Round Hill, Annapolis, a very worthy and respectable young man. He was with two females inside the coach, neither of whom were injured. He had but a few moments before exchanged seats, and given a lady his seat outside. Whether he was killed by a blow or drowned in the stream, we have not been able to ascertain. No blame, we understand, was imputed to the driver.—Halifax Recorder.

Gratifying.—An influx of visitors, country merchants and others, has completely filled the Hotels and Boarding Houses in the city.

Those Richibucto Potatoes, on sale at the Market Wharf, are said to be very excellent.

The Season.—Delightful warm rain lately has given a vast impetus to vegetation. The grass is forward and looking healthy; seed time promises well; and altogether the prospects for the season are highly encouraging.

The New Barracks.—It will be seen by advertisement in another column, that the period for reception of tenders for building the barracks at Fort Needham, has been extended to the 24th June next. The reason for postponing this important matter is, doubtless, to allow sufficient time to all parties, for revising their estimates, as well as afford ample opportunities to persons in Canada, and the other Colonies, to hand in their Tenders.—Halifax Nova Scotian.

We forgot to mention in our last that the hon. Delegate presented to His Worship the Mayor, a splendid engraving of the Mayor of Southampton, in his robes, which he desired might be framed and handed down to his successor in office. It was graciously received.—Halifax Sun.

Newfoundland.

The Assembly have passed an inland post Act, which is hailed as a great boon; it provides for the free transmission of newspapers throughout the island, and a uniform rate of three pence postage on letters not exceeding half an ounce. The sum of one thousand pounds per annum has been voted for three years to defray the necessary expenses.

A bill has passed the Assembly for the encouragement of ship-building, by which all materials used in that important branch of industry were to be admitted duty free. The Bill was rejected by the Council, which has not served to put the Newfoundlanders in a better humor with their irresponsible rulers. The Courier says:

We have always said that little benefit to the country can be expected from the Council as it is now constituted. We say again that it is stupid folly to imagine that the interests of the country can be advanced by a Chamber wherein the interests of the country are not represented. Let any one count over the names of its members and mark off those who may be supposed to be desirous of advancing the public—not private—interests, and he will find them to be the small minority of the body. The bill is lost this session; the only resource left is to prepare for the next and try it again.

The same Journal of the 7th instant writes:

We cannot say, with any accuracy, what the result of the seal fishery may be, as many of the vessels have not yet returned from the ice; but we believe that upon the whole a good average catch will be secured; indeed, from all we can learn, the average quantity of seals for the tonnage and men engaged, has already been landed.

The spring has commenced most favorably for agriculture; the snow disappeared from the face of the country a month ago, and

now the genial rains and warm sun are giving evidences of rapid vegetation. The country now assumes a verdant and promising aspect.

St. John's is busy at its brick and stone buildings. Water street is growing up almost miraculously from the ruins of the fire of 1846, the temporary wooden sheds are being removed, and some thirty or forty substantial houses are now in course of elevation. In another year we shall have a city that will stand a favorable comparison with many of the most important in the American Colonies.—Halifax Nova Scotian.

West Indies.

It was announced in Jamaica that a temporary prorogation of the Legislature would take place; the reason assigned being the disinclination of the Governor to give his assent to a Bill voting a salary to his Excellency with a duration clause of only three years.

R. J. Macpherson, a member of the Lower House had been expelled on a charge of forgery.

A Mr Franklin has brought before the public the subject of Tonnage Dues in a manner which deserves attention, and entitles him to thanks. There cannot be a doubt that enormous taxes on shipping are great drawbacks to commerce—this is a fact, we believe too self-evident to be denied. If it be really the wish to encourage commerce, we must throw off these restrictions, which press so heavily upon the shipping interest. Not alone will it make freight from here cheaper, but it will likewise reduce freight on goods imported; as captains will be more willing to take cargoes under a different system to that at present existing.

The inflexible had arrived at Demerara from Jamaica, with the 2d West India Regiment on board, when the Harbor Master immediately placed her under forty days quarantine, in consequence of the existence of cholera in this island. She remained in quarantine station for thirteen days, and again put to sea, and will it is said land her passengers at Barbadoes. Great distress prevailed on shore among the soldiery, and their rations had been reduced to two and a half biscuits each a day, which is the only food they had on board. One man died while under quarantine, and since then a boy attached to the band was accidentally thrown overboard by the shifting of one of the sails.—Halifax Colonist.

Canada.

Mr. Torney, the Superintendent of the B. N. A. Telegraph, is of opinion that the line will be finished and in working order as far as far as Fredericton, New Brunswick, early in July. A considerable portion of the line is now built—there are fifty miles of posts up from the River du Loup downwards. A large gang of workmen are busily engaged between River du Loup and Woodstock.—Quebec Chronicle.

Toronto, May 8.—I am happy to find that persons in influential positions at the Seat of Government are unanimously in favor of the adoption by the Province, of Earl Grey's proposition for the construction of the Halifax Railway. If no untoward political change takes place, I look upon the immediate success of the scheme as certain, and I cannot think that any event would retard it long. The offer of the Imperial Government here is considered a very favorable one; not one railroad has been built in the States at less cost than seven per cent. for interest, and the rate in Canada, on account of so much stock being taken up by the contractors, will be fully 12 per cent. For the Halifax and Quebec, the money will be placed in our hands at three and a half per cent., and with it we can make the best possible bargain with English and American contractors; instead of being compelled to accept the first offer of American companies who are ready to enter into schemes far beyond their means; who therefore do the work badly, and sometimes are unable to finish what they have begun. The new scheme is considered even better than the old one, to which Parliament pledged itself some time ago, viz., to give £20,000 per annum, and ten miles of territory along the line, agreeing also to find termini. The influence of a railroad on the price of land through which it runs, is hardly enough considered in Canada yet. I have heard lately several very remarkable instances of it. Lots of land purchased in the Eastern Townships a year or two ago, at two shillings and six pence an acre, are now held at five dollars per acre, and purchasers are frequent at that price. And this too, where the benefits of the road have not been realized, but where it is only in process of construction. A lot of land in the Parish of St. Hyacinthe, whose owner was indebted for the sum of thirty pounds, was seized by the Sheriff, the proprietor not being able to raise on his hundred acres the amount necessary to pay his debt; some time elapsed between the seizure and the sale, and the railroad coming near it in the meantime, the land sold at twenty eight shillings per acre. Our ten miles of territory would be far more valuable than the sum which we are required to guarantee.

I learn that the New Brunswickers, probably regretting their hasty decision on the subject, have determined to send a delegate to Toronto some time during the summer, who with a representative from Nova Scotia, will confer with our Government on the question. No one can doubt the result, in spite of self interested opposition.

I learn that a plan has been adopted which will put an end to the complaints of ship-

owners and agents at Quebec, with reference to the support of pauper emigrants. Instead of requiring a bond for the sums for which these emigrants may become chargeable to the Province, the shipmaster or owner will be allowed to commute for a sum, to be agreed upon in each case by the Emigrant agent at Quebec. This is the plan adopted at New York, where it works well. I believe that the commutation sum never exceeds twenty five dollars there.

The city is at present in the most lively state of prosperity; the successful business of the past winter, with the slight advantage of the government's residence has given it a wonderful start. New shops have been opened, new houses are being built in every direction, and there is an air of bustle and activity such as is seen in no other town in Canada to the same extent. The people are in the highest spirits; no despondency, no talk of the superiority of their neighbors across the lines—all full of self-confidence, sure that it is their manifest destiny to exceed all nations. Their railroad north of Lake Huron will be commenced immediately, and as the route is only one hundred miles long, will speedily be finished, when the Torontonians expect a still fuller flood of prosperity. There is a distressing air of newness and firmness about the city which is common to all new American towns, disagreeable to one accustomed to the solid and massive beauty of Montreal and Quebec. It lies very low, too, a matter in which its eastern sisters have an advantage over it.—Quebec Gazette

Another Fresh Supply OF Manchester and London Goods GLASGOW HOUSE,

Which will be sold at a small profit for Cash.

This last supply of beautiful SUMMER GOODS consists of—printed Lama and Cashmere Handkerchiefs; plain, black and drab Indiana Squares, also embroidered corners; filled and plain centres, Lama, Cashmere, Delaine, and Cashmere De Coese square and long SHAWLS, of the newest designs and patterns; drab and brown Stays.

Fancy Ties; Brussels and Ducapes plain and check neck Handkerchiefs; gents' China, Pongee, Span and India silk pocket do; printed Muslins, from 7/4d. per yard upwards; Muslin Delaines, all prices and patterns; Stockings, Gloves, babies' frock bodies and caps; sewed collars, habit shirts, chemisettes, mourning collars, &c.; ladies' lawn, cambric, sewed corners and veined hemmed Pocket Handkerchiefs, at all prices; black and white corded skirts, gingham Handkerchiefs, together with an endless variety of Nets; patent spot, fancy, polka blonds; black and white Laces, Edgings, Quillings; Insertions, &c.

Women's Dunstable, Latestrig, Milan and imperial Tuscan and colored Bonnets; cap and bonnet Ribbons. These, in addition to my former Stock, will be disposed of at so low a figure as to defy competition.

M. RYAN

Chatham, May 26, 1851.

N. B. Positively no second price.

Chatham, May 24, 1851. JAMES CAIR. The Subscriber begs to solicit the favor of his former customers, and of those who may esteem equal to Cash, or such articles for Cash, at his Store, Post Office GROceries, &c. &c.

West India Produce, together with a General Assortment of the Patterns. JOHN NOLSON, at the cheapest market; and selected by his brother-in-law, Mr. WILLIAM BRITISH GOODS, that he has received by recent arrivals from the Subscriber respectfully announces, IMPORTATION! Fashionable Contract for Oil.

SEALED TENDERS will be received at the Office of GEORGE KERR, Esq., until TUESDAY, 3rd June next, at noon, from persons willing to Contract for the Supply of 180 GALLONS NEWFOUNDLAND PALE SEAL OIL,

For the Light House Service, to be delivered at Chatham, Newcastle, or Douglastown, on or before the 10th July next.

The Oil to be pure Pale Seal, of the Catch or Taking of this year, of which proof will be required, to the satisfaction of the Commissioners.

Packages not to contain over 40 gallons each, to be strong and well made, and secured fit for transportation to the Light House. Security will be required for the due performance of any Contract that may be entered into.

Payment will be made on the receipt, acceptance, and approval of the Oil by the Commissioners.

ALEX. RANKIN, } Commissioners, GEORGE KERR, } Miramichi, May 22, 1851.