

for by loans raised by the Provinces in such proportions as may be agreed upon, with the guarantee of the Imperial Parliament.

The manner in which the profits to be derived from the Railway, when completed, are to be divided between the Provinces will also remain for future consideration.

You will observe that I have stated that the line is to pass entirely through British territory; but Her Majesty's Government do not require that the line shall necessarily be that recommended by Major Robinson and Captain Henderson.

If the opinion which is entertained by many persons well qualified to form a judgment, is correct, that a shorter and better line may be found through New Brunswick, it will of course be preferred, and there will be sufficient time for determining this question while the earlier part of the line is in progress. It is also to be understood that Her Majesty's Government will by no means object to its forming part of the plan which may be determined upon, that it should include a provision for establishing a communication between the projected railway and the railways of the United States. Any deviation from the line recommended by Major Robinson and Captain Henderson, must, however, be subject to the approval of Her Majesty's Government.

It will further be required that the several Provincial Legislatures should pass laws, making the loans which they are to raise a first charge upon the Provincial Revenue, after any existing debts and payments on account of the Civil List settled on her Majesty by laws now in force; and also that permanent taxes shall be imposed (or taxes to continue in force till the debt shall be extinguished) sufficient to provide for the payment of the interest and sinking fund of the loans proposed to be raised after discharging the above prior claims. It will further be necessary that the expenditure of the money raised under the guarantee of the Imperial Parliament, shall take place under the superintendence of commissioners appointed by Her Majesty's Government, and armed with sufficient power to secure the due application of the funds so raised to their intended object.

The Commissioners so appointed are not, however, to interfere with arrangements of the Provincial Governments, except for the above purpose.

The right of sending troops, stores and mails along the line at reasonable rates, must also be secured.

If on the part of the Government of Nova Scotia you should express your concurrence in the above proposal, Lord Grey will immediately direct the Governor General of the British North American Provinces to communicate with the Lieutenant Governors of New Brunswick and Nova Scotia, who will also be directed to bring the subject under the consideration of their respective Executive Councils, in order that if they should be prepared to join in carrying the undertaking into effect on the terms proposed, the details of the arrangements between the Provinces may be settled, and the sanction of the Legislature obtained for the plan, so that it may, with as little delay as possible, be submitted for the approval of Parliament.

Before, however, the proposed measure can be submitted to Parliament, it is proper to observe there are some other questions affecting the pecuniary relations between the mother country and the Colonies which will require to be considered, but as these questions have little, if any reference to Nova Scotia, it is not necessary that they should be further adverted to in this letter.

I am directed to add that Lord Grey thinks it unnecessary that any measure should be taken by Her Majesty's Government to encourage the establishment of steam vessels for the accommodation of emigrants of the humbler class, which is one of the subjects to which you have called his attention.

If there should be a demand for such vessels, Lord Grey has no doubt that they will speedily be supplied by private enterprise; indeed, he has been informed that ships of a large size, intended for the conveyance of emigrants, and furnished with auxiliary steam power, are already building both in this country and in America, and if by undertaking the projected railway a demand for labor is created in the British Provinces, and a large extent of fertile land is opened for the occupation of settlers, these circumstances cannot fail to lead to an extension and improvement of the means now afforded for the conveyance of emigrants to these Provinces.

Lastly; with reference to the suggestion contained in your letter, that convicts might be employed in the construction of the Railway, I am to inform you that though Her Majesty's Government entertain no doubt that the expense of the work to the Provinces might thus be greatly reduced, while at the same time by judicious regulations all risk of serious inconvenience may be guarded against, they would not be disposed to take any step with a view to the adoption of this suggestion, unless on a distinct application from the Colonial Legislature; but if such an application should be made, Her Majesty's Government would be prepared to make the necessary arrangements for the employment of a moderate number of convicts on the work, without any charge for their custody and subsistence to the Province, which may have applied for them.

I am, &c., &c.
B. HAWES.

(COPY.)

5 SLOANE STREET, March 12.

Sir, I have the honor to acknowledge your letter of the 10th March, conveying to me by direction of Earl Grey, the decision of Her Majesty's Government on the questions

raised in my letters of the 25th November and 16th January.

I beg you to assure his Lordship of the satisfaction with which I have read that communication, and of the sincerity of the belief which I entertain that the Government of the North American Provinces will cheerfully, and to the full extent of their means, exert themselves to secure upon the terms proposed, the completion of the great national highway, for the construction of which her Majesty's Government are prepared to propose to Parliament to advance the funds, or pledge the national credit.

Should anything occur to delay a general arrangement, (which I do not apprehend,) beyond the period when Nova Scotia may be prepared to execute her part of the line, for local or other purposes, it will be time enough then to submit whether that portion of the work which will run through her territory should not be commenced, either with or without the aid of Her Majesty's Government.

As the rapid sale and settlement of the waste lands of the three Provinces will now become very desirable, in order that their annual revenues may be increased, and the country on both sides of the Railroad settled as the work proceeds, I hope to be able, in a few days, to submit a plan by which these objects may be attained by an organized association, acting under the countenance of the Imperial and Colonial Government, but without any aid from their public resources.

I have, &c.
JOSEPH HOWE.

B. HAWES, Esq.

Extract of a Letter from the Hon. Provincial Delegate, dated 5, Sloane Street, March 13, 1851.

"The official answer to my letters goes by this mail, in which the Government agree to advance or guarantee all the funds we may require to make our Railroad to Quebec or Montreal, with a line branching off to Maine, and leaving us free to manage the Works as may be most for our own advantage, and to make the most of our lands along the line.

"I stay till next boat to organise some of the leading men of the kingdom into a great co-operative Association, to buy and people our lands along the lines. We shall then double our population and revenues. Nothing shall detain me beyond the Boat of the 5th of April."

SECOND EDITION.

TUESDAY MORNING, APRIL 8.

THIS DAY'S MAIL.

We have taken the following extracts from papers received by the mail this morning, and as the Courier leaves for the Southward at mid day, it leaves us but little time to make any remarks.

One thing strikes us very forcibly, that the action of the House on the proposition of the British Government, relative to the Railway, is very precipitate, and we feel convinced it will not meet with the general approbation of the inhabitants of the Province. Would it not be well for the people to meet, and by resolutions, make known their sentiments on this important subject.

We consider that the interests of the Counties bordering on the Gulf Shore have been sacrificed in the Resolutions now before the House, and we would not be doing ourselves justice by remaining silent.

No time should be lost, if we wish our remonstrance to be of any avail.

Provincial Legislature. — April 4. — This morning the house went into Committee on the bill for the collection of the Revenue. The section, that no Deputy Treasurer shall receive a salary of more than £200 per annum, was passed, after much recrimination, and finally progress was reported.

The Charlotte County Scrutiny is proceeding slowly. Mr Barberie is doing all he can to retard it. Mr Boyd now leads two votes. The Westmorland Scrutiny is at a stand still, on account of Mr McLeod being unwell.

Mr Gray's resolutions for a joint Address to the Crown, refusing Earl Grey's terms for aiding the Great Trunk Railway from Halifax to Quebec, and praying her Majesty to assent to the Railway Facility Bills, passed during the present session, came up for discussion.

A very animated debate followed, which lasted until four o'clock, when it was agreed that the Resolutions should stand over till tomorrow. Much opposition was manifested to renewing the pledges of 1849 and '50, in favor of the Great Trunk Line to Quebec. The arguments advanced were, that the offers had been rejected by the Home Government, and consequently that the bargain was null and void; besides they had enough else now on their shoulders without thinking of the Quebec Line. It was also objected to apply to the hon. Mr Howe for a guarantee on the Facility Bills, on the ground that it would not only be useless, but humiliating, and injurious to our credit in England.

Mr Thompson approved of the resolutions — they were consistent with the feelings of British Subjects and Loyal Colonists, and such as should emanate from this mixed mesian, anglo-saxon race. He disapproved of the Despatches.

Messrs. Ritchie, Robinson, Johnson, and Williston supported the resolutions.

Mr Street thought Mr Howe and not Government blameable for the plan proposed, — he wished the resolutions altered.

Mr Barberie and Needham wished time — had not seen the correspondence.

It was agreed to adjourn the debate till tomorrow. No doubt the resolutions will be adopted with little change.

The Municipal Bill has passed the Council without amendment. — *St. John papers.*

European and North American Railway. — The Executive Committee of Maine has petitioned the Legislature of Massachusetts which State is a large landholder in Maine, to appropriate the proceeds of the public lands of the Commonwealth, or at least one half thereof, for a term of years, to the assistance of the road. — No doubt Massachusetts will do so, and thus the railroad will soon be extended from Bangor to the boundary of this Province. — *St. John New Brunswicker.*

NOVA SCOTIA. — During the present week the business of the Assembly has been rapidly pressed forward to a close. The Governor assented on Monday to all the Bills that had passed to that period of the Session.

We have already given a sketch of Tuesday's debate on the Railway. We had not room for Mr Henry's amendment which we now subjoin:

Whereas, until an enquiry has been conducted by negotiation or otherwise to ascertain whether Canada or New Brunswick will accede to the proposal made, and the terms in which such joint enterprise is to be entered upon and managed, it would be premature and inexpedient for this House to enter upon the discussion of the subject or to adopt any measure relating thereto:

Resolved, That this House are of opinion that all Legislative action, in relation to said contemplated Railroad, be postponed until the return of the delegate from London, by which time such enquiries can be conducted as to ascertain the determination of the Provinces of Canada and New Brunswick in reference thereto:

And further, that this House, deeply sensible of the magnitude and commanding importance of this great undertaking to this Province and the sister Colonies, do pass a suitable address to his Excellency, stating their readiness to meet in Parliament (if necessary) at an early period, to give their best consideration to the subject.

The debate was continued till 10 o'clock on Friday evening, when the question was taken on Mr Henry's amendment — the members of Government agreeing to vote for it — and it passed by the following division:

For the amendment — Hon. Attorney General, McKenna, Doyle, Dimock, Comeau, Ernst, Smith, Archibald, McDougall, Fraser, Fulton, Martell, Young, Card, McDonald, Henry, Mott, Kedie, Borneuf, Creelman, Wier, McDonald, Mignowitz, Songster, Crow, McKeagney, and Robinson — 27.

Against the amendment — Taylor, Hall, Harrington, Snow, Budd, Moore, Bent, Whitman, Killam, Campbell, Munro, Ryder, Dickie, Beckwith, Thorne, Johnston, and Marshall — 17.

ARRIVAL OF THE BALTIC.

Seven days later from Europe. — The American Steamer Baltic arrived at New York on Thursday evening last, in a little over 12 days from Liverpool, bringing English dates to the 22d of March.

Trade at Manchester was reported to be active. The Cotton Market was daily improving, prices at Liverpool having advanced 3d. per lb during the week. Flour had also advanced 6d. per barrel. No remarks on the Timber market.

Parliament was and had been during the week principally engaged upon the Bill relating to Roman Catholic Ecclesiastical titles in England.

The English papers state that it was probable Lord Palmerston would soon resign his office of Secretary of State for Foreign Affairs. It is probable he will be succeeded by Lord Aberdeen and it is not at all unlikely that Sir James Graham will also join the Russell Ministry, when the Papal Bill is disposed of.

Machiaville — supposed to be one of the rebel chiefs — has been executed at Rome.

From India, it is stated that Fort Darhoor had surrendered unconditionally. — *Telegraph to the St. John News Room.*

FOR SALE.

The TWO STORY HOUSE situate on the front street, in Chatham, lately occupied by the subscriber, adjoining the Store of Mr John Bryson. The House is 29 feet by 22 feet, with a Kitchen, Bedroom, and Sitting Room on the first flat, and four good Rooms on the second flat, all well finished. The Celler is the size of the House, substantially built of stone, and has in it a good well of water. The Premises are in good repair, well calculated for a Boarding House, and could easily be converted into a Store.

If not sold at Private Sale before the first day of May next, the property will be sold at Public Auction, on that day at noon, on the premises. For Terms, and farther particulars apply to

CORNELIUS MCCARTHY.
Chatham, 11th March, 1851.

Timothy and Clover Seeds, &c.

The Subscriber has on Sale — Timothy and Clover SEED; Yellow, Aberdeen, and Swedish TURNIP SEED. They are of the growth of 1850, and superior articles.

Also — a VEGETABLE CUTTER — an excellent labor-saving machine for farmers.

WM. MUIRHEAD.

AUCTIONS.

To be Sold by Public Auction, on Wednesday, the Fourth day of June next, at 11 of the clock in the forenoon, in front of the Post Office, in Newcastle, in the County of Northumberland, for Payment of the Debts of the late JAMES McCULLAM, of Newcastle, in the County aforesaid, deceased, in consequence of a deficiency of the Personal Estate of the deceased for that purpose, pursuant to a License obtained from the Surrogate Court, in and for the County of Northumberland — The

Lands and Premises following,

That is to say:

That LOT OF LAND owned by the deceased, situate near the Town of Newcastle, on the North side of the Miramichi River, adjoining the property of Mr James Ledden on the upper side, containing about Ninety Acres, more or less, with the Ballast Wharves and Water Privilege in front thereof.

Also — that PIECE or PARCEL OF LAND situate in the Village of Douglas, in the Parish of Newcastle aforesaid, adjoining the residence of Mr John Chalmers, on which premises there are two Dwelling Houses, Barn, &c., and which were in the possession of the deceased at the time of his death.

The said Property will be sold in lots to suit purchasers, and the terms will be made known at the time of sale.

DAVID JOHNSTON,

WILLIAM PARK,

Executors on the Estate of the late

James McCullam, deceased.

Newcastle, 4th April, 1851.

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 Frankfort on the Maine. The following capital Prizes must be gained, viz:

14 of 40,000 Dollars,	60 of 4,000 Dollars
22 " 36,000 " "	60 " 2,000 Dollars
24 " 32,000 " "	120 " 1,500 Dollars
60 " 8,000 " "	180 " 1,000 Dollars

&c., &c. The smallest Prize is 55 Dollars.

The next Drawing takes place irrevocably on the FIRST OF JUNE, 1851.

The Price of the Tickets is as follows:

One Ticket for 5 Dollars,
Six " " for 25 Dollars,
Thirty " " for 100 Dollars,
Sixty-five " " for 200 Dollars.

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 Frankfort-on-the-Maine, Paris, London, New York, or New Orleans.

Apply, without delay, to MORIZ STIBEL, Sons, Bankers and Merchants, Frankfort-on-the-Maine, Germany; or those who prefer it can direct their Letters to the care of Messrs. S. STIBEL & 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.

Buoys and Beacons.

TENDERS will be received at the Store of Mr LEONARD HAWBOLT, until TUESDAY, the 15th day of April next, until the hour of 12 o'clock, noon, for laying down the Buoys and Beacons in their proper places in the Bay and Harbor of Miramichi.

L. HAWBOLT, Commissioner.
Miramichi, March 31, 1851.

FOR SALE.

The Subscriber offers for Sale, at Black Brook Mill, a quantity of

Mill Machinery,

— Consisting of —

- 1 METAL GANG FRAME, with its Machinery, viz: Cast Fenders the whole length, brass faced,
- SLIDES, brass faced, Screw Bolts, for do.,
- Malleable Iron Connecting Rod,
- Top Pin Band with Brasses,
- Malleable Iron Crank, Shaft and Pin,
- Cast Iron FLY WHEEL,
- Cast Iron tight and loose Drum, bushed,
- Plumbor Blocks, brasses, and screw bolts,
- CARRIAGE, with cast-iron facings,
- Carriage Shaft,
- Carriage Backing Gear, bushes and down fasts,
- Cast Iron Bracket, Iron Screw, Iron Crank, bushed, and Levers for feeding gear,
- Also — one metal Gang Frame; two tight and loose pulleys for Circular Spindles; two carriages faced with Cast Iron; two Cog Wheels and Cone for backing gear for carriages; Castings for two Circular Tables.

The above Machinery is of excellent material, of British manufacture, and can be seen at any time by application to the Subscriber, at Black Brook.

ALEX. FRASER.

Black Brook, March 26, 1851.
Also for Sale — A MACHINE, complete, for cutting Laths, which can be used with one or two saws.