

tee. Take the higher rate, and there is a dead loss of twenty sovereigns in the hundred, or two hundred pounds in every thousand, and two hundred thousand in every million. We want about two millions and a half to build the Portland Railroad. Add to this the half million sunk, at starting, and the annual interest which the two provinces must pay, for the Portland Line alone will be one hundred and eighty thousand pounds for three hundred and thirty miles of road, to say nothing of the ruinous expenses entailed by uncertainty and delay. Now, Lord Grey will enable us to make five hundred and seventy miles through these two Provinces, paying for interest but £139,650 or £40,350 a year less than Mr Dickey and his Portland friends want us to pay for one. But, besides, New Brunswick offers twenty thousand pounds for twenty years to the Quebec line. Now, add to this her share of her interest on the Portland line at the dear rate of one hundred and nineteen thousand pounds, and her money contribution is one hundred and thirty nine thousand pounds, about as much as both Provinces would have to pay, by my scheme, for both roads, or thirty one thousand pounds more than I ask her to pay for opening up her entire country. But what more has New Brunswick pledged herself to give? A million and a half acres of land on the Portland line—three millions on the line to Quebec—4,500,000 acres. This land, at the low upst price of two shillings and six pence per acre, is worth five hundred and sixty two thousand five hundred pounds: at five shillings per acre, one million one hundred and twenty five thousand pounds. So, then, the interest on the value of the land—seventy five thousand pounds a year—being added to the money already granted, and to the cost of what is to be raised at a ruinous rate, and have the round sum of two hundred and fourteen thousand pounds a year, while I offer to make both her roads—open her entire country—double and treble her population, for £108,535 a year, leaving her to make the most of her 4,500,000 acres of land as they rise in value. These are the facts, sir, upon which I rely to convince the public men of New Brunswick—and, at all events, I am very confident that they will be easily understood by the people.

But we are sometimes told that Halifax is going to ruin the Province, and that the distant counties have no interest in this scheme. Sir, it becomes Halifax to take the lead in this as she has hitherto done in noble enterprises and battles for principle, of which all parts of the Province have reaped the advantage. The destiny of Halifax is secure. Providence has made her the natural emporium of East and West—has formed her noble harbor and capacious basin to receive the products of a vast interior. When the Electric Telegraph was introduced, it began at Halifax, because there alone was there business to sustain it. It paid, and now it is being extended to every section of the Province by private subscription. Supposing it had gone first to White Head, where nobody lived, and where there was nothing for it to do? The speculation would have failed, and no more lines would have been built. So it will be with the Railroads. We want them, not merely for strangers to pass over our country, (and if we put them on such lines they would not pay, for local and not through traffic sustains a railroad) but for our own trade and our own people. Build one to White Head to-morrow, and of what use would it be to the people of Pictou and Sydney, where much misconception prevails on this subject? A century must elapse before White Head would grow to the size of Halifax, and in the meantime the Cattle, and Sheep, and Pork, and Butter, and Oatmeal, would come to Halifax, where the consumers are, and the cars would go to White Head, where they are not. For every Pictou and Sydney man that goes to Europe, five hundred come to Halifax. What would be the consequence? Halifax would make her branch line, which would be profitable—the other would be ruinous, there being little or nothing for it to do at White Head, from the time a steamer arrived or went away. But, suppose a line made to Halifax, with money at a low rate of interest, in a few years it would pay. Perhaps at once, as the telegraph did—and then how soon will branches extend to Pictou and Antigonish on the side, and to Bridgetown and Annapolis on the other? How long would one of my English friends be making us forty or fifty miles East or West? Then, suppose the country behind us opened and filled up by two or three millions of people. Would they eat no fish? Yes, sir, we should have a home market for our fishermen, where they would not be interfered with by bounties, or have to pay 20 per cent. Suppose Halifax and St. John become depots for the productions of the West, will the shipping of Yarmouth and Richmond—of Shelburne, Queen's, Lunenburg and Guysboro have nothing to do? Believe me, Sir, that the Eastern and Western seaports would rise, as Halifax rose, and where they have one vessel at sea now they would then have ten.

The whole Province, and not Halifax alone, has deep pecuniary interests in the construction of these railroads. But after six months of thoughtful reflection on this matter, I have brought my mind to the belief that there are higher interests involved even than our own. I believe this to be God's work, and I believe that he will prosper it. I believe that a wise and beneficent Providence never intended that millions of square miles of fertile territory, behind a narrow strip of sea, should lie waste and unoccupied while millions of our fellow creatures rot in the Alms Houses

and Poor Houses over the sea, or perish for lack of food. I regard these railroads, after all, but as means for the accomplishment of elevated and beneficent ends. I believe that while the mother country aids us in the great work of internal improvement and national organization, we can aid her by removing the plague spots, poverty and crime from her bosom; we can offer her a freehold for every surplus laborer she has; we can take thousands who are burthensome, and make them help to support those who now support them; we can cut off the sources of crime by providing for the orphanage of England; we can clean the streets of the destitute, and rob the galleys of its prey (loud cheers). During my recent visit to the British Islands, I surved with pride and exultation their accumulated wealth, their high cultivation, their noble cities, their unsuspected courts, their active commerce, their science, art, refinement and civilization, but I saw with sorrow and regret much poverty and wretchedness which I believe may be largely abated, if they cannot be entirely removed. Aid me in this good work, and the capital of England will flow into North America, providing healthy employment for her surplus population; aid me in this good work, and the Poor Rates of Great Britain may be beaten down from eight millions of pounds to three millions; aid me in this good work, and the streets may be cleared, and the alms houses closed up; aid me in this good work, and while the home markets are extended, North America shall rise to the rank of a second or third rate power, with all the organization and attributes of a nation. (Loud cheers)

There is one passage of my published letters upon which I, perhaps, owe to my fellow citizens some explanation. It is that in which I suggest that convicts might be advantageously employed upon these railroads. Before you decide upon this proposition reflect how convicts are made in over peopled states. In Britain the man who shoots a bare passing across his neighbor's ground, is a free man one day and a convict the next. What harm would he do in North America, where every uchin is at liberty to shoot what game he sees? What harm would the Poacher do us, if, after making half a mile of railroad, he got a bit of land beside it, and reared a race of "mighty hunters," to pay us revenue in peace, and defend our frontiers in war? In Ireland there were, until, very recently, forty four thousand families, each living on one acre of land. One acre of land! While a farmer in Nova Scotia is half smothered if he has less than one hundred. In seven years, eight hundred thousand families were "evicted" from these small holdings. How many convicts did this process make? Fancy that either of you, with a large family, occupied a poor cabin on one acre of ground. That you had toiled and struggled to pay the rent and could not—and that the house was pulled down over your head, and your furniture and children, and sick wife perhaps, were flung into the road. Who is there, in all this audience, who, when night closed upon him amid such scenery and such temptations, might not be a convict? If I were not, I should say of myself as the clergyman said when he saw the man going to be hanged, "there goes Bradford, but for the grace of God." (Cheers.)

Let me sketch another picture. I was returning at midnight from the mansion house, where the abounding wealth of London was fitly represented at the Lord Mayor's hospitable board: where the luxuries of every clime tempted the palate, amidst the appliances of almost barbaric splendor. As I rode through the streets shadows, occasionally darkened the doorways—poor wretches appeared to be crouching for shelter from the rain. At last I got out of the cab and found a group of three children, the eldest a girl of seven, the others about three and four years old, sitting on the steps of a closed shop, with the winter rain beating in their little faces, at one o'clock in the morning. I asked why they did not go home. They said they had no home—their mother was dead—their father seeking work somewhere, and the elder girl was vainly endeavoring to spread the ends of a threadbare shawl over her little brother and sister who covered beside her. My first impulse was to bundle the creatures into the cab and take them to my lodgings—but I compromised with my conscience, gave them some money, and went home to bed—not to sleep, but to reflect. Suppose your children or mine were seated in that doorway, growing day by day in destitution and misery, amidst the temptations of a great city, and nightly exposed to the contact of all that was vicious by impulse, and resistless from organization. What would our children be? Just such as these must become, thieves and prostitutes first, and convicts afterwards, as a matter of course. The question naturally arises, then, can we do anything in this matter? I think we can. By taking the older children and making good farmers, and fishermen and sailors of them, we can create a vent to relieve asylums, and then the streets may be cleared. By furnishing land and employment for industrious adults, "eviction" will cease, and agrarian outrages diminish in number. But we may do more, if a single experiment, which I am anxious to try, succeeds, and it can be shown that convicts, disciplined and guarded, can be worked in the woods. This idea originated with Major Robert Carmichael Smyth, than whom, I may say, the North American Colonies have not a more fervent admirer, nor a more zealous and devoted friend. To his brother, Sir J. C. Smyth, we owe the admirable military survey and report which have strengthened our defenses; and if my friend's experiment can

be fairly tried, to him we may yet owe the extension of these Railroads, and the opening of a route to the Pacific. In view of such vast advantages I would not hesitate an instant to turn him in upon the line with a regiment of convicts, who would be maintained and guarded without any expense to us. If he fails, we have tried a benevolent experiment. If he succeeds, in five years our roads are done, and these pioneers will be far beyond the western frontiers of Canada, opening up the magnificent country behind to settlement and civilization. (cheers.)

With one word of personal explanation, I shall move the first Resolution. While in England some of my friends sent me a New Brunswick paper, in which it was more than insinuated that I had gone to seek, not the railroad, but the government of Prince Edward's Island. That Government was vacant for months after I reached England, but it was never named by me, nor was that or any other personal favor ever asked of the Colonial Secretary. Sir, from first to last, I felt that nothing would so lower or degrade my country, so injure her cause, or evince greater unworthiness of the confidence she had reposed in me, than to solicit any personal favor. I felt that I was charged with your interests—not my own—that I had the honor of my country in my hands, and was bound to protect it. This I may say perhaps, that the noble Secretary for the Colonies would not have withheld from me any personal favor that I could have fairly asked—that he would gladly have improved my fortunes if I could have suggested the mode. But his Lordship did not pay me the poor compliment of supposing that I could abandon the field of honorable exertion which lies before me. To that he knew, as you know, my energies must be devoted, till these great works are completed, until these experiments of philanthropy and moral obligation are fairly tried. To labor with you and for you, that we may work out the prosperity and happiness of our common country is for me sufficient distinction—and let me say in conclusion, that though my eye has rested during my absence upon many noble objects and many beautiful scenes, for them all I would not exchange the warm hearts that are beating around me—the old familiar faces that smile upon me here. (Loud and prolonged cheering.)

European News.

Arrival of the Steamer America.

From Willmer & Smith's European Times May 31.

A riot in Tamworth against the threatened reimposition of the bread tax is an unmistakeable sign of the times. Tamworth is in the heart of an agricultural district, and there, if any where, the people ought to be wild to return to that state of happiness and prosperity of which the Protectionists tell them they have been deprived by the fiscal policy of the last few years. But the poor people are so unconscious of the ills which are driving them to ruin and beggary, that the moment a body of Protectionists appear amongst them, to point out the way to social salvation by making the necessities of life artificially dear, they rise with the blackest ingratitude against the hands stretched out so benignly to save them, smash the windows of the Town-hall, where the doctrines of Protection are being expounded, and are malicious enough to follow their instructors to the inn where they dined, and all but pull it about their ears.

It seems to be now generally received as a fact that the Pope has proscribed the Queen's Colleges in Ireland.

The subject of mixed education, as we have often had occasion to show, is the best preventive of the sectarian bickerings and animosities which are the bane of the age and the weakness of our country. It would have done more to tranquillise Ireland than any scheme that could have been devised; and the spirit in which the measure was conceived by the late Sir Robert Peel, and carried out by Lord Clarendon, was worthy of handsomer treatment.

About this moment the Emperors of Russia and Austria and the King of Prussia, with many of their principal advisers, are assembled at Warsaw and Olmutz, and the general impression throughout Europe is, that these meetings have for their object some renewal of their traditional alliances in a Conservative sense. Marshal Radetsky, Windischgratz, Jellachich, Hess, Appel, will all be at Olmutz this week. Haynau has not been invited. Grand military evolutions will take place at Hantz, and this Congress will cost the Austrian exchequer about a million.

Considerable alarm is again felt at Rome. General Gemenau's soldiers are continually assassinated whenever an opportunity arises. In vain the possession of arms has been rendered in the highest degree penal, the people appeared with canes on the corso. These suspicious weapons, presumed to be sword sticks, were also prohibited, and the most skillful sharpshooters in the French army have been sent to Rome to pick off any daring democrat who may venture near the posts of the sentinels. The castle of St. Angelo has been thoroughly fortified and provisioned in the anticipation of fresh troubles. It is believed that the Austrians fan the discontent of the Romans, and all parties view the continued occupation of Rome by France as a daring aggression under the plea of a protec-

torate, which has been assumed to propitiate the High Church ultra-montane party in France, and to indulge French vanity. The position of the Pope is very precarious, and he is beginning to be uneasy; he has, it is said, sent a verbal message to the Queen of England's Ministers, disavowing any intention to offend by his late rescript.

The Duke of Saldanha has arrived at Lisbon, and has been received with great enthusiasm by the people. The Queen and her consort have had to endure the mortification of standing in public to listen to the shouts of applause bestowed upon the Duke, whilst they stood and were treated with almost silent contempt. A momentary reaction was almost caused by the Don Carlos faction, and the Duke himself has felt the uncertainty of depending too much upon his troops, who seemed inclined to go farther, and throw themselves into the arms of the Septembrists who are still urging the abdication of the Queen. The Duke of Saldanha has formed an administration, the members of which are all Moderate Progressistas, the Duke himself retains the Presidency of the Council and the War department.

In Madrid there appears to have been some disturbances amongst the students at the University, in consequence of an addition of five dollars having been made to their enrolment fee. The Herald states that the Conservative opposition in the Chamber of Deputies will muster 48 members, and Progressista 46. The Count de Miraflores has accepted the portfolio of the Foreign department.

We have no farther news from the Cape of Good Hope. One of the regiments of Landwehr is ordered to proceed to that quarter. The expenses already incurred by the war cannot be much less than a million of money, and until large reinforcements arrive in the colony it will be utterly impossible for Sir Harry Smith to act on the offensive.

Labourers are said to be scarce in many of the agricultural parts of Ireland, owing to the vast emigration.

The receipts at the Dublin Custom-house for the week ending Monday, were £16,052. 5s.

Several eminent firms in Belfast are about to engage in iron shipbuilding at that port, and have lodged request for yards with the Harbour Board.

The dress worn by the Queen at the opening of the Exhibition was made of material manufactured by the Messrs. Reynolds, of Dublin, and the price was two guineas per yard.

Brunswick House.

The Subscriber begs to inform his friends, and the public generally, that he has recently opened the House in Richibucto, known as the BRUNSWICK HOUSE, formerly kept by Joseph Wetmore, Esq., and is now prepared to accommodate Travellers. There is good Stabling attached to the premises. He would solicit a share of public patronage.

JOHN W. BOWSER

Richibucto, June 12, 1851.

Another Fresh Supply

OF
MANCHESTER AND LONDON GOODS
Has been opened at the
GLASGOW HOUSE,
Which will be sold at a small profit for Cash

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

Fancy Ties; Brussels and Ducapee plain and check neck Handkerchiefs; gent's China, Pongee, Span and India silk pocket do; printed Muslins, from 7½d. per yard upwards; Maslin 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 Neis; patent spot, fancy, polka blonds; black and white Laces, Edgings, Quillings; Insertions, &c.

Women's Dunstable, Luton, 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.

Just Received.

Ex Hertha, from Liverpool.

- 103 bags Ichaboe GUANO,
- 2 tons Oakum,
- 20 bags Spike Nails, 4½ to 7 inches.
- 17 bales Cordage, assorted sizes.
- 9 Crates Earthenware.
- 18 ANCHORS, from ½ cwt. to 5½ cwt.
- 11 CHAINS, from 11 16ths to 5-16ths inches, 50 to 100 fathoms each.
- 50 tons common Salt.
- 100 bags fine stored Salt.
- Offered low for approved paper, by
- WM. J. FRASER

Chatham, June 16, 1851.