

not of New Brunswick, and at present Governor of the Windward and Leeward Islands. Her Ladyship died on the 19th of April. The annexed extract is copied from the Barbadoes Liberal:

"Lady Colebrooke is no more! She was well on Saturday evening when she left Government House for Dunscombe, in the Parish of St. Thomas; so well that she got out of her carriage and walked up the steep hill to the house; on arriving at which she complained of a severe pain in her chest, called for a glass of water—sat down, and almost immediately breathed her last!—and thus passed away from us an ornament to society—a pattern to her sex as a wife and mother, and a most liberal and kind benefactress to the indigent and poor."

THE RAILWAY.—We have occupied much space to-day with the continuation of Mr Howe's Speech at Halifax, and his address to the people of St. John at the Mechanics' Institute in that city. They are both well worthy of a careful perusal.

Willmer & Smith's European Times of the 24th May, contains the following article on the subject of the Railway. We wish the minny-hammers alluded to were better employed, minding their own business, instead of appearing before the British public in a self-appointed situation, to deceive them and mar a great undertaking.

"A few weeks ago we stated that the British Government were willing to assist the development of our North American possessions by the formation of a Line of Railway connecting Halifax with Quebec, and possibly with Montreal, by guaranteeing to capitalists who might be induced to advance the money a rate of interest which would insure the immediate taking up of the loan. The interval which has elapsed has not retarded, although it can scarcely be said to have advanced the proposition of the Government. The subject was brought before the House of Peers a few evenings ago by Lord Stanley, who alluded to the rejection of the Government offer by the Legislature of New Brunswick. Lord Grey, in reply, stated his belief that the conduct of the Legislature of New Brunswick did not necessarily involve the giving up of the design, and he still thought that it would be ultimately carried out. He added, however, that no private companies sufficiently substantial had come forward to undertake the formation of the proposed Railway. The only company which had moved in the matter was so weak that it had been repudiated alike by Nova Scotia and by Canada. He declared he felt the deepest interest in the subject, and we have been assured by those who heard the noble Secretary for the colonies, and who have been in communication with him on this deeply interesting colonial question, that he is thoroughly in earnest, and desires above all things to bring to a close during his stay at the head of the Colonial Office this great scheme for opening so effectually the boundless resources of the British Provinces in North America.

But while matters are taking this pacific and satisfactory course in Parliament, a furious war rages in the columns of the Morning Post, arising out of the good intentions of the Government. The belligerents are Mr. Alexander Campbell, who describes himself as Secretary to the "Canadian Land and Railway Association," and Mr. Josias Timmis, who acts in a similar capacity to the "Canada, New Brunswick, and Nova Scotia Railway company." The controversy, happily, has not excited any marked attention, and the rival secretaries, by their needless acrimony, appear anxious to confirm, as far as possible, the remark of Lord Grey, that a responsible company for carrying out the wishes of the Government had yet to be found. It is somewhat unfortunate that those gentlemen should have appeared in print at the present moment, and still more unfortunate that they have come so far from home to make their differences patent to the world. In their estimation, we fear, the pretensions of the rival companies are subordinate to the interests of North America. In one of these letters a fierce attack is made on Mr. Howe, of Nova Scotia, and charges of disloyalty are preferred with an earnestness worthy of a better cause. Without advocating or censuring, or in any way committing ourselves to the views of the one Secretary or the other, we must say that we deplore their small hostilities appearing in print on this side of the Atlantic. Nothing is so effectually calculated to compromise the whole affair in the eyes of the Government and of capitalists."

The New Brunswicker makes the following sensible and candid remarks on Mr Howe's Speech at St. John. We are inclined to think that the warm and sanguine advocates for building the Portland line by a private company, will, when they want funds, find the fears of our contemporary fully realized.

"After weighing carefully all the arguments advanced on each side of the question, we cannot help coming to the conclusion that the only safe and secure way of raising the money is by obtaining it from the British Government at a low rate of interest, and on terms fair and equitable to all parties. When the question was first mooted of raising a portion of the money in this City and Province

for the proposed Railroad from the frontiers of Maine to those of Nova Scotia, we endeavored to prove to the people the impossibility of raising any considerable amount in the Province, without seriously cramping and injuring our commerce; that by getting the money in England, we should have a large addition to our population, and that the money thus introduced and set in motion would benefit every interest in the country. The experience of older communities teaches us the truth of this position, and that in all great undertakings it is folly to commence without knowing how we will be able to finish. Of course we expect that the other Colonies will fairly and equitably settle the amount to be apportioned to each, and this will doubtless be done by the commissioners who are to confer with the Governor General at Toronto. When this is done, then our people will be in a position to say whether they can safely undertake a work of such magnitude."

The Halifax Recorder concludes a long article on the same subject with the following remarks. The picture drawn of our "deserted places, overgrown with bushes," is too true.

"There is one feature of the second resolution passed at the Restigouche meeting well worthy of consideration. It is that part referring to the natural advantages of the country on the northern route. Any person at all acquainted with the Eastern side of Nova Scotia, northward of Pictou, and New Brunswick, will have been struck with the contrast it presents to the southern and western side, and the centre of the Provinces, as regards the conformation of the shores, and the surface in contiguity. The latter are low, scanty and level, the lands dry and remarkably adapted for wheat growing and other agricultural operations. Restigouche itself, one of the newer counties, is a fine agricultural county. We remember a short time ago to have seen a statement shewing samples of wheat from Restigouche superior to anything of the kind in the Provinces. We are pleased to find the people of Restigouche moving early. They have taken high grounds, but not higher, we believe, than are sustainable. Where is New Brunswick's Attorney General? He hails from a northern county. What say the constituents of Gloucester, Northumberland, Kent, and Westmorland? Pass on the word good folk. Strengthen the hands of your Provincial Delegates, who will leave on the 1st June: ours leaves the last of May, as will be seen elsewhere. Have done with your timbering and lumbering operations along the straights. Commence farming and fishing, and invite over some hundred of thousands of good stalwart laborers from the mother country, who, in ten years, with a Railroad, will make your country what it would not otherwise be in two hundred years.

"There are places along that northern shore which twenty and twenty-five years ago, were in a hum with men and business, timber, lumber and shipping, that are now overgrown with bushes, and returning to its primeval state. Had one half the labor and capital which has been spent in the wood trade been expended in agriculture, that northern side of New Brunswick would have been a garden. It is not too late, and we yet hope to see smiling villages rising rapidly, and in long succession, up the sides of the still waters of those beautiful rivers which empty into the Bay Chaleur and the straights of Northumberland. There is a turning point in the lives of men—in the history of men—and of a Province. We are treading upon the very confines of it."

The following is copied from the Head Quarters of Wednesday last.

"The Railway.—The all engrossing subject of Railway communication between the British North American Colonies, continues to occupy the attention of every one capable of thinking for himself, and the published speech of the Hon. Mr. Howe, delivered in St. John, has done a good deal to convince the folks up hereabouts, that if inter-colonial communication be desirable, it is much the better way to have the sanction of the British Government and people for the undertaking. There is no escaping from this fact, that without the sanction of some powerful and well established Government, capitalists on the stock exchange will be rather shy of committing their means to those they know very little about, but with the security of the British Government the inhabitants of these Colonies may build any thing or go any where."

VERY CONSIDERATE.—We copy the following paragraph from the Carleton Sentinel. Our cotemporary is not at all influenced in his conduct by local feelings—he has no interest at all in promoting the St. Andrews and Woodstock line, or the Saint John and Portland either—not he.

"Railway Meeting at the North.—On second thought we have concluded not to publish the resolutions as passed at the public meetings lately held in the Counties of Gloucester and Restigouche. Since charity is said 'to cover a multitude of sins,' we shall withhold any comments, from the fact, that it is only possible that we might ourselves be guilty of a little perversion of the truth were our self interests as much bound up in the construction of a Railway as are our friends in the north."

TO CORRESPONDENTS.—Punch, Norna, and Nelly are received. They shall appear on Monday next.

HALIFAX AND QUEBEC RAILWAY.

COUNTY OF BONAVENTURE.

A large and influential Meeting of the inhabitants of the Western portion of the County of Bonaventure, was held at Cross Point, on Tuesday the 10th instant, on the subject of this Railway. Many persons attended from a distance of nearly 20 miles, but owing to the disagreeable state of the weather, and a report that the meeting had been postponed, only two or three New Brunswickers were present.

The greatest unanimity and good feeling prevailed, and there was a deep anxiety that Canada should accept the offer made by the Home Government, instead of placing the Road, with so much of the public property, in the hands of the Company at present forming in London.

ROBERT BUSTEED, Esq., J. P., was called to the Chair, and D. FERGUSON requested to act as Secretary.

The following Resolutions were passed, with some very good remarks, and appropriate quotations from Major Robinson's Report. Moved by Alex. Fraser, Esq., J. P., seconded by Mr Thomas Montgomery,

Resolved, That the construction of a line of Railway from Halifax to Quebec and Montreal, would benefit beyond all calculation both these Colonies and the Mother Country, not only by uniting the remote portions of the several Provinces, and the Provinces themselves, but would also prove a powerful stimulus to Emigration, and tend to strengthen those ties of interest and affection which naturally bind us to the lands of our forefathers.

Moved by John G. Fair, Esq., J. P., seconded by Rufus Chamberlain, Esq.,

Resolved, That such a Railroad is calculated to enhance in a most extraordinary degree, the interests of the District of Gaspe, by opening a communication with the capitals and chief towns of the several Provinces, its present backward condition (considering the boundless natural resources of the District) being mainly attributable to its great distance from the Seat of Government, and the principal emporiums of trade, its imperfect land communication, and the long and circuitous navigation of its coast.

Moved by Mr F. A. Bochner, seconded by Mr James Sutherland,

Resolved, That the inhabitants of this portion of the County of Bonaventure, learn with feelings of the deepest satisfaction, of the munificent offer of the British Government to provide sufficient means, whenever required, and at a low rate of interest, to construct a great Trunk Line of Railway from Halifax to Quebec, or Montreal; and they do most humbly but earnestly urge upon the Legislature of this Province to accept of it, as it will enable us to open up a winter communication with the Atlantic ocean, develop the resources of our Province, and draw towards us the stream of Emigration at present flowing into the United States; all which will undoubtedly prove both beneficial and remunerative to this Province.

Moved by Mr Wm. Ferguson, seconded by Mr John Nicol,

Resolved, That this meeting strongly deprecates the illiberal and speculative views taken by a few interested parties, who continue to oppose this most important work, on the supposition that it will not be immediately remunerative; as it cannot be doubted that a Railway passing through a continuous village on the St. Lawrence, from Québec to Metis, the beautiful and varied scenery of the lakes, and fertile valleys of the Matapédic, a thickly populated country on the Restigouche and Bay Chaleur, as well as the finest lands in the Provinces of New Brunswick and Nova Scotia, aiding our canals in connecting the more remote parts of British America with the Ocean, and opening up the mines, minerals, and other natural resources which are known to abound, cannot prove otherwise than remunerative; and in these progressive times, has become absolutely necessary to enable us to compete successfully with other more favored countries, whose ports remain open during the entire season; moreover, a work of such magnitude and necessity should not be impeded by speculative doubts as to its success, but should be undertaken by our Government in a liberal spirit, instead of being placed in the hands of a private company.

Moved by A. Fraser, Esq., seconded by A. Harris, Esq.,

Resolved, That the employment of convicts on this work—being those convicted of minor offences, under certain restrictions, and with a sufficient guard to prevent their escape, the whole expense of maintaining them being defrayed by the Imperial Government—would most materially lessen the cost of this undertaking, while it would leave abundance of employment for the operatives of these Provinces, and those who would immigrate to our shores; and this meeting cannot but think that those persons are wanting in common philanthropy who would keep those unfortunate beings, whose principal crimes are ignorance, poverty and misfortune, immured and contaminated within the walls of a prison, in preference to seeing them employed for a time at a useful occupation, under the blue vault of heaven, in a healthy climate, where their temporal and spiritual welfare might be amply provided for.

Moved by Mr Duncan Sillars, seconded by J. G. Fair, Esq., J. P.,

Resolved, That this meeting must ever feel deeply indebted to the Hon. Joseph Howe, for his able, persevering, and patriotic exertions, in advocating the general interests of

these Provinces, and so clearly, forcibly, and successfully demonstrating to the Government and people of Great Britain, the importance and value of their North American Colonies.

Moved by James Sillars, Esq., J. P., seconded by Mr Daniel Fraser,

Resolved, That a Petition, founded upon the foregoing Resolutions, be forwarded to the three branches of the Legislature, praying them to adopt such measures as they may deem meet, to carry out this great project, with the least possible delay; and that the Chairman of this meeting be requested to sign and transmit the same.

R. BUSTEED, Chairman.

The Chairman having vacated the Chair Alex. Fraser, Esq., was called thereto, and the cordial thanks of the meeting voted to R. Busteed, Esq., for his spirited and impartial conduct while presiding.

D. FERGUSON, Secretary.

PORT OF BUCTOUCHE.—The Royal Gazette contains a Proclamation from His Excellency the Lieutenant Governor of this Province, declaring Buctouche to be a Free Port for the admission of Foreign as well as British shipping and goods.

POST OFFICE.—Our Postmaster has received instructions to close the mails for Britain every other Saturday instead of Tuesday, as was the practice heretofore. This arrangement was acted upon for the first time on the 7th inst., the mail therefore, will be closed on Saturday next. The Circular from the Deputy Postmaster General also states, that after the 5th July an entirely new arrangement of the mail days and hours will take place, of which due notice will be given.

LIVERPOOL SHIP-OWNERS' ASSOCIATION.—This large and influential body closes a Report stating various grievances under which they labor, with the following remarks on the contemplated reduction on foreign timber and deals.

"The Committee have had under their consideration the reduction of duty on foreign timber and deals, to the extent of seven shillings and six pence per load on the former and ten shillings per load on the latter, as proposed by Government; and they are of opinion that the existing differential duties are barely sufficient to cover the difference in freight on the longer voyage from the colonies, and that the change could not fail to be most injurious to the shipping interest of this country, by diminishing trade with our colonies, and extending employment to foreign shipping, while the consumer would derive little advantage in the absence of competition on equal terms, and the reduction of the duty would enable the foreign producer to charge a higher price. They suggest, however, that, while the scale of duties on soft woods, which are little used in shipbuilding, should remain undisturbed, the duty on all hard woods should be reduced to 1s. per load, which would they believe, be a boon to the shipping interest, and produce none of the evil consequences apprehended from the measure last referred to."

The Provincial Revenue Cutter, arrived here on Monday last from St. John.

Marriages.

On Monday, 9th inst. by the Rev. William Henderson, ANGUS McDONALD, of the Parish of Northesk, to CHRISTIAN DEANS, of the same place.

On Tuesday evening last, June 3, by the Rev. M. P. Parks, Rector of Trinity Church, JOHN PETRIE, Esq., of Bytown, C. W., to JANE, relict of Captain McAlpin, late of Liverpool, England, deceased.—*New York Tribune.*

Deaths.

On Thursday, the 5th instant, at his residence in Newcastle, Mr. PETER MITCHELL, aged 62 years.

At Upper Nelson, on the 9th inst., Mrs. ANN SUTHERLAND, aged 94 years.

On the 29th April, at San Antonio, Centra Costa county, of lockjaw, Mr. EDWARD C. PATTEN, formerly of Kouchibouguac.

Fashionable IMPORTATION!

The Subscriber respectfully announces that he has received by recent arrivals from Britain, his SPRING SUPPLY of

BRITISH GOODS,

selected by his brother-in-law, Mr WILLIAM JOHNSTON, at the cheapest markets; and consisting of the Choicest and most Fashionable Patterns.

These, together with a General Assortment of

West India Produce, GROCERIES, &c. &c.

He offers for sale, at his Store, Post Office Chatham, Cheap for Cash, or such articles or Orders as he may esteem equal to Cash.

The Subscriber begs to solicit the favor of an early visit, from his former customers, and his friends generally.

JAMES CAIE.

Chatham, May 24, 1851.