

eries, and sundries too numerous to mention. The trade which is thus taking such deep root and extending its branches, is destined to be incalculably vast and mutually beneficial. It opens up an immense arena, into which our population are invited to enter. The Fisherman must redouble his energies in order to procure the necessary supplies of our staple products, for the purpose of exchanging them for tropical supplies, the markets for which are so rapidly extending in the fertile regions of the Far West."

**THE RAILWAY.**—We are indebted to the Nova Scotian for the following gratifying piece of news, in reference to the all-important subject of the Colonial Railway.

"We are credibly informed that a deputation recently waited on Earl Grey, with reference to the Halifax and Quebec Line, when his Lordship distinctly said that he was wedded to the scheme, and that he would not quit office without making the necessary arrangements to insure its completion."

"The scheme submitted by Mr Whitney, for connecting the waters of the Atlantic and Pacific by Rail, we learn from the New York Tribune, of the 4th inst., has been submitted to Lords John Russell, Grey, Montague, Stanley, and many of the heaviest capitalists of England, and met with their entire approval. The Tribune being convinced that this gigantic undertaking is destined to pass thro' British territory, says:

"Still, if British America carries off the prize of glory and empire we shall not repine at her fortune, for it would be achieved solely by conferring upon mankind at large benefits of untold extent and duration."

The Quebec Chronicle, alluding to Mr Howe's reception in St. John, says:

"A Railway is needed; but private companies, we fear, are unable to construct it. To be made, it will require the combined action of the three Provincial Legislatures, aided as contemplated by the government of the mother country."

**ST. JOHN AND THE NORTH.**—Some of our contemporaries in the City of the Province, have recently expressed deep concern for our future prosperity, and lament that we have been so easily led to look on the issue of Mr Howe's mission in so favorable a manner as we do. We give below the remarks of the Editor of the Observer received by the last Mail. It is a good sample of the style adopted, and we have no doubt our readers will duly appreciate the motives which actuated the editor to pen his sage comments.

"We are rather surprised that our brethren in Westmorland and the north, should be so easily led away by the political schemes of another Province, to lend their aid to destroy the only prospect of a Railway which we are likely to have for many a year to come. All the aid that we of the South and West asked from the common purse of our Railways we were quite willing to give to the North and East. Twenty thousand a year is all that was granted for the St. Andrews and Woodstock and the European and North American Railways, and the house unanimously renewed the pledge of twenty thousand a year which had been offered for the Halifax and Quebec Railway. Will it be believed that our northern friends not only ask us to pledge the whole Province for their line, but petition the home government to refuse assent to our Facility Bill? Of course they tell us that after the *Trunk Line*, as they call it, is built, we may have a Branch to St. John; that is if there is any money or credit left to build it.

"Why should not that be called the *trunk line* which is to connect the different parts of this Province together?—And what would serve such a purpose better than the line from Shediac to St. John? By means of such a trunk, a large reciprocal trade would soon spring up between the Northern Counties and Prince Edward's Island, and the South and West of the Province; and, if we had our way of it, we should advise that the first branch to be made should be one stretching along the shore towards Miramichi. The branch towards Nova Scotia we should be in no hurry to make. Let the trade between the North and South be first firmly established, and then it will be time enough to stretch Eastward. The people of this Province are surely not quite so green as to allow fully one half of their trade to pass on to Halifax."

**THE RAILWAY FACILITY BILLS.**—Some of the St. John papers a few weeks back reported that these bills had received the Royal assent. The New Brunswick of the 17th instant, contains the following paragraph, which positively denies the truth of this report.

"We learn from undoubted authority that the Facility Bills passed at the last Session of the Legislature, with reference to the construction of the European and North American Railway, and of the St. Andrews and Quebec Railway, had not received the Royal assent up to the 31st ult., when the mail left England. The statement that these bills had been assented to, which has lately gone the rounds of the city papers, was incorrect."

The same paper states that no information

respecting the settlement of the boundary line between this Province and Canada was received by the last mail.

**TRAVELLING BETWEEN BOSTON AND ST. JOHN.**—There appears to be a strong opposition just now between the steamers plying between the above named ports. The cabin fare in the Creole is reduced to £1.

**NOVA SCOTIA.**—A meeting has recently been held in Dartmouth, for the purpose of devising means to supply that rising town with Water. Stock to the amount of six hundred and fifteen pounds was subscribed for by a few persons present, and a committee appointed to carry out the object of the meeting.

**W. END, ESQ.**—It will be seen by the annexed paragraph copied from the Boston Traveller, that this gentleman has arrived in the City of Notions, and that he purposes taking up his abode in the great Republic. He has many friends in this quarter who will be glad to hear of his success in his new home.

"Among the arrivals at the Montgomery House, in this city, we observe the names of William End and Lady. Mr End is one of Her Majesty's Law Counsel in New Brunswick, and has served during twenty years, uninterrupted, as a county member in the House of Assembly of that Province. Being an able and prominent advocate for civil and religious freedom, he has repeatedly attracted the favorable notice of the American press. We understand that it is Mr End's intention to establish himself in the United States."

**PATENT ARTIFICIAL SLATE AND UNCHANGEABLE METALLIC PAINT.**—Among our advertisements to day will be found one from Messrs. Johnson & Mackie, stating that they have been appointed Agents for the disposal of this valuable article. To test its merits they used it on their new vessel, the Indian Ocean, and we understand it fully realized the high character bestowed on it. It appears the article is extensively used in St. John, and we annex an editorial article in reference to it from the New Brunswick.

"A short time ago we called attention to the Patent Artificial Slate and Unchangeable Metallic Paints, proof against fire and water, manufactured by John Ross, Esq. in Colchester, Nova Scotia. Since then these valuable articles have been extensively used in this city, and it will be seen by advertisement in our columns to-day, that they have received the approbation of a number of our merchants and most practical men. The discovery is certainly entitled to our warm approbation, and cannot fail to be attended with the most important advantages to the community. The extreme cheapness and durability of these articles, their easy application to the purposes intended, and the excellence of the materials, all conspire to render the Artificial Slate and the Metallic Paints invaluable for covering houses and ships."

**FREDERICTON.**—The Head Quarters in speaking of the Railway says—"We have it from undoubted authority, that it is the determination of the Executive Government to push the line up the Douglas Valley, and thence to Bangor, which would place the track within striking distance of the inhabitants of this city."

**COUNTY KENT.**—On Sunday week a young lad named ALDERSON, belonging to the brig Rosshire, of Whitby, while bathing in the Buctouche river, unfortunately got beyond his depth, and was drowned. The body was speedily recovered but life was extinct.

#### Deaths.

At Chatham, on Friday last, ESTHER MARIA, wife of Mr Thomas Farnell, in the 63rd year of her age.

At Chatham, on Sunday evening last, BENJAMIN, son of Mr Robert Macnamara, aged 6 years.

#### Ship News.

##### PORT OF MIRAMICHI.

ENTERED, June 16, schrs Unity, McRae, P. E. Island; Marie Marguerite, Talbot, Magdalen Islands.

19th, schr Villager, Watt, Halifax.

20th, Prussian ship Edward, Kalfs, Halifax, W. J. Fraser; schrs Defiance, Curry, do., ballast; Happy Return, Kennedy, P. E. Island.

21st, brig Exchange, Southern, Carthage, 33 days, ballast, Gilmour, Rankin & Co.; schr Plowboy, Malone, P. E. Island, ballast.

CLEARED, June 16, brig Arethusa, Hurrell, Larne, timber and deals, Gilmour, Rankin & Co.; bark Susan and Sarah, Amess, do. do.; schr Irish Lass, Cahill, P. E. Island, general cargo.

20th, brigs Weatherley, Walker, Newcas-

tle, timber and deals, Gilmour, Rankin & Co.; Integrity, Jebbing, Stockton, deals, do.; Fan ny, McLean, Plymouth, timber and deals, Duncan & Loch; schr Defiance, Curry, Halifax, lumber, John Bagnal.

21st, Foreign bark Dovre, Salvison, Belfast, timber and deals, Gilmour, Rankin & Co.; schrs Villager, Watt, Halifax, lumber, do.; Plowboy, Malone, P. E. Island, do., Johnson & Mackie.

Several other vessels have arrived, not yet reported.

##### PORT OF DALHOUSIE, RESTIGOUCHE, N. B.

ENTERED, June 14, brigs Covonella, Gambles, Newfoundland, ballast; Chameleon, Burney, do. do.; Talisman, —, Sunderland, do.; Shaw, Fletcher, Newfoundland, do.; bark Swift, Leslie, Boston, ballast, all to A. Ritchie & Co.

19th, schr Caledonia, Sprague, Bay Verte, passengers and machinery.

CLEARED, June 11, ship British Merchant, Anderson, Bristol, timber; brig Huntingdon, Wilson, Water of Or, timber, A. Ritchie & Co.

Captain Sibeston, of the brig Maria, of and from Newcastle, at Dalhousie, reports the sinking of a brig, apparently laden, on the 20th ult., in 48 North, 39 West. She had a flag flying at her main-top-gallant-mast-head, which could not be clearly distinguished. She went down about three miles from the Maria. Captain Sibeston bore down to the place where she disappeared, but no trace of either boat or floating wreck was to be seen. The Maria showed lights through the night, and remained in the vicinity until daylight but saw nothing. The weather was not boisterous at the time, the Maria carrying single-reefed topsails.

##### PORT OF BUCTOUCHE.

ENTERED, June 11, brig Scio, Ingram, Bordeaux, Cutler & Chipman; bark Duke of York, Hudson, Wallace, N. S. do.

13th, schr New Messenger, Siteman, Halifax, general cargo, J. McPhelim and Cutler & Chipman.

15th, brig Ross-shire, Reed, Newfoundland Cutler & Chipman.

19th, Prussian brig Maria Frederica, Schmidt, New York, Cutler & Chipman; brig Hexham, Robinson, Boston, J.M. Phelim.

##### PORT OF RICHIBUCTO.

ENTERED, June 7, schr New Messenger, Siteman, Halifax, J. W. Holderness and others; brig Rose, Munn, Newfoundland, 11 days, W. S. Caie.

9th, bark Celeste, Fitzgerald, New York, 21 days, W. S. Caie.

10th, brigs Lydia, Trask, Boston, 21 days, W. S. Caie; Triumph, Chown, New York, 17 days, L. Des Brisay; brig Ino, Pillidge, New York, 14 days, do.

12th, schr Charles Weldon, McLean, Miramichi, G. Platt.

14th, brig Matilda, Collis, Newfoundland, 7 days, L. Des Brisay.

16th, Prussian bark Cora, Steffen, New York, 13 days, L. Des Brisay; brig Employ, Thompson, New York, 14 days, do.

17th, brigs Orpheus, McKenzie, P. E. Island, D. Wark; brig Ancona, Rackley, Newfoundland, 10 days, J. W. Holderness.

CLEARED, June 10, bark Friends, Long, Liverpool, deals, J. W. Holderness.

12th, brig Malvina, Burnham, Newfoundland, lumber, D. Wark; Norwegian brig Urania, Glousen, London, deals, J. W. Holderness.

13th, schr Esperance, LeBlanc, P. E. Island, deals, J. W. Holderness.

14th, bark Jesse, Fraser, Fleetwood, deals, W. S. Caie; brig Lady Mary, Crerar, Liverpool, deals, L. Des Brisay.

16th, brig Sylph, Smith, Grimsby, deals, L. Des Brisay.

19th, ship Lady Constable, Dawson, Liverpool, deals, J. W. Holderness.

The brig Ancona, Rackley, of Hartlepool, from Newfoundland, reports that on the 10th instant, off Cape North, in a hurricane, she carried away her topmasts. Two other vessels in sight lost their sails, and offered her no assistance. On the 14th spoke the brig Hexham, of Sunderland, Robinson, master, who came alongside, and offered him any relief.

##### PORT OF CARAQUET.

ENTERED, May 17, brig Farrago, Hubert, Jersey, general cargo, C. Robin & Co.

June 5, bark Naparima, Rae, Dalhousie, A. Ritchie & Co.

7th, schr Sylph, LeBuffe, P. E. Island, molasses, J. Meahan.

CLEARED, May 28, schr Sylph, Landry, Dalhousie, ballast.

29th, brig Farrago, Hubert, New Carlisle, juniper and hemlock, C. Robin & Co.

June 2, schr Two Brothers, Cormier, Bathurst, ballast.

7th, schr Sylph, LeBuffe, New Carlisle, ballast.

13th, schr Mary, Boutillier, Quebec, grindstones, T. McNaughton.

#### \$10 REWARD!—LOST,

A clinker oak-built BOAT, about 16 feet keel, painted white, with a red streak outside, and red bottom inside, and yellow sides. A Reward of TEN DOLLARS will be paid to any person who may bring the said Boat to the barque *Hertha*, or to the subscriber.

WM. J. FRASER.

Chatham, 24th June, 1851.



#### Accommodation Stage to Fredericton.

The Subscriber respectfully informs the public that he has commenced running an Accommodation Stage between

FREDERICTON AND MIRAMICHI, and solicits the patronage of the travelling community.

He will leave Chatham every Tuesday morning at Eight o'clock, and, passing thro' Douglastown and Newcastle, arrive in Fredericton early on the afternoon of Wednesday. Returning, he will leave the North American Hotel, Fredericton, every Thursday morning at Eleven o'clock, and arrive in Miramichi on Friday evening, thereby enabling travellers to obtain a night's rest each way.

He has arranged with Mr William Park, Douglastown, and Mr D. Wetherall, Newcastle, to receive passengers' names; and any parcels left with either of these gentlemen, at the North American Hotel, Fredericton, or at his own residence in Chatham, will be carefully attended to.

Fare—Six Dollars. Each passenger will be allowed to take 40 lbs. of luggage; all above that weight will be charged one penny half-penny per pound.

He will endeavor to be punctual to the hour of starting.

ROBERT ORR.

Chatham, June 20, 1850.

#### GLASGOW HOUSE, Commercial Building,

CHATHAM, MIRAMICHI.

The Proprietor of this cheap Store begs to inform the inhabitants of Chatham, and the surrounding country, that he has now received his full supply of

#### Summer Goods.

This Extensive and well-assorted Stock consists of black, blue, brown and other shades of West of England BROAD CLOTHS; beavers and pilots; checked, striped and plain Cassimeres and Doeskins; Vestings; red, white and blue Flannels; Blankets; Bed-tick; Diaper; Table Linen; Towels; Osaburgs; tartan, worsted, and gala Plaids; printed Drills and Molesters; grey and white Cottons; printed Calicoes and Muslins plain, striped, figured, Orleans and Coburgs; regatta and fancy Shirts; fine bleached Linens; Scotch hollands; damask Table Cloths; medium, mull, book, check, tartan and window-blind Muslins; silk and cotton Pocket-handkerchiefs; checked and black Neckchiefs; fancy Ties; Bonnets; Ribbons; Laces; Edgings; Nets; Stockings; Gloves; Flowers; black and colored demi-Veils; brown and white Stays; black and white corded Skirts; cotton Velvets; Shawls and Hankerchiefs; shaded Orleans and Coburgs; black Crapes; Cap Borders; threads, silk, twist, and buttons; also, a lot of Cheap READY MADE CLOTHING, and Braces.

As the above Goods have been purchased under favorable circumstances from some of the best manufacturing houses in Europe, they will be sold at such exceedingly low prices as cannot fail to give general satisfaction. The public are invited to call, examine and judge for themselves. As the selling price is marked on every article in plain figures, and no second price, a child will have the same advantage in purchasing as the most experienced person.

M. RYAN, Proprietor.

Chatham, June 17, 1851.

#### Soap and Candles.

500 BOXES SOAP AND CANDLES of approved quality, now selling at a low price. Please call and see.

WM. ALBRO LETSON.

Chatham, 23d June, 1851.

#### Notice.

The Subscriber hereby gives Notice that all persons indebted to him, either by Book-debt, Note, or other claim whatever, are required to pay the same to him within Three Months from this date; at the expiration of which period all claims remaining unpaid will be placed in the hands of an Attorney for collection. All persons having claims against the subscriber are also requested to render the same to him for adjustment.

ROBINSON CROCKER.

Nelson, June 19, 1851.

#### 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.

#### 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.

WM. MUIRHEAD.