

'that bending statue that delights the world'—are all imperishable, not because they are cut in marble, but because the ideas they embody are divinely pure.—*Proverbs for the People.*

Colonial News.

New Brunswick.

City Election.—The first Election of Councillors and Assessors for this City, under the recent Act of Incorporation, took place in the different Wards on Monday last. We understand that some objections have been raised and protests entered against the returns in some of the Wards; but all these, so far as we are informed, are based on matters of detail, a remedy for which the act itself provides. There cannot be a doubt that the adjudication of the matters in dispute will act as a security against any such contingencies which may arise in future elections. The Act, so far, appears to provide a sufficient and an immediate remedy for any incorrectness on the part of those entrusted with the conduct of the Elections, and if anything like unfair proceedings had been suffered to prevail at any polling place, the subject will have no doubt, receive the fullest investigation. The result of the examination of the ballot box at the different polling places gave the following returns:

King's Ward.—Messrs. A. Ritchie, and A. Black.

Queen's Ward.—Messrs. R. Gowan, and J. Odell, without opposition.

Carleton Ward.—Messrs. F. McManus, and J. Myhrall. The return for this ward is protested against.

St. Ann's Ward.—Messrs. J. S. Beek, and W. D. Hart.

Wellington Ward.—Messrs. W. End, and B. C. Friel. This return has also been protested against.—*Fredericton Head Quarters.*

The Railway.—We are happy to announce that the long-expected brig, *Ansday*, arrived in our harbor on Friday last, with switches, screws, and the remainder of the iron rails for the first section (10 miles) of the St. Andrews and Quebec Railway. Immediately after the arrival of Mr. Julius Thompson, manager of the Railroad, who is daily expected from England, operations will be commenced, and the work carried on with spirit. The tenders for grading the next thirty two miles, commencing near Bartlett's Pond, and extending upwards to the head waters of the Dig-deguash, were received on Thursday last, but the Directors very properly determined not to close with any of the parties, until after their manager's arrival—the most judicious course that could have been pursued, although causing a temporary delay.

Since writing the above we understand Mr. Thompson has arrived at New York.—*St. Andrews Standard.*

Newfoundland.

Mail Service.—The loss of the Screw Mail Steamer *Falcon*, lately engaged in carrying the Mails between Halifax and Saint John's, requires the immediate employment of two suitable sailing vessels for the performance of that service. The Schooner *Harriet*, a beautiful English built vessel, owned in St. John's, has been taken up, and proceeded forthwith to that port with the Mail. The *Halifax*, of Wier & Co.'s line of Boston packets, has also been engaged; she is now refitting; and will be ready to take the next mail from Halifax. Captain Meagher's numerous friends in St. John's, and the travelling public generally, will be glad to learn that he is again on the Newfoundland line. There can be but one opinion as to his qualifications for the service, and although he was once unfortunate—in losing the *Kestrel* at Cape St. Shotts—his reputation as a pilot for the coast of Newfoundland, with its uncertain currents, dense fogs, and inhospitable coast, is second to no man on the broadside of America.—*Halifax Nova Scotian.*

Novascotia.

Naval Intelligence.—H. M. Sloop *Sappho*, 12, Commander Hon. A. A. Cochrane, arrived at this Port on Thursday last, seven days from Bermuda. *Sappho* reports the arrival at Bermuda, on the 11th inst., of H. M. Ship *Cumberland*, 70, Captain Seymour, with the flag of Vice Admiral Sir G. F. Seymour, after a tedious passage of 40 days from England. *Cumberland* did not call at Madeira on her passage out. The vice admiral's lady and family were passengers on board the Flag Ship. H. M. Ship *Wellesley*, 72, Captain Goldsmith, with the flag of Admiral, Rt. Hon. Earl Dundonald, left Bermuda in company with the *Sappho*, 14th instant, direct for England. *Wellesley* was loudly cheered by the crews of the several men-of-war in harbor as she leaving Bermuda. It is matter of regret that the old Earl did not come up to Halifax on his way home: he would have been most enthusiastically welcomed here. H. M. Ship *Resistance*, had not arrived at Bermuda prior to the 14th instant. We are not advised of the fact, but think it probable that the *Cumberland* will leave for Halifax about the first of June. We learn that the Admiralty House is to be prepared for his reception forthwith. The new flag ship is about six hundred and fifty tons larger than the *Wellesley*, and throws a much heavier broadside weight of metal.

Newfoundland and the Electric Telegraph.—Perhaps nothing adds more honor to a body of men than unanimity of action upon any great measure originated for their country's good, especially if it be unalloyed by the possibility of party or personal interest.

Newfoundland has lately furnished us with a happy instance of the kind in the liberal and sensible manner in which she has taken up the Electric Telegraph question. This question provides that a line of wires shall be laid from Cape Race via St. John's—to Cape Ray. Off Cape Race a suitable yacht will be placed in order to intercept the Atlantic Steamers, which almost invariably sight that headland, and (until the submarine lines have been well tested and proved in England) carrier pigeons will be employed to convey the news from Cape Race to Cape Breton Island a distance of 48 miles. Any person who considers the above proposition for a moment will at once perceive the immense and extraordinary benefits that will accrue to that colony so soon as it is in a condition "to make known her locality" on the great highway of nations.

At a trifling expense, and at a trifling loss of time, steamers can coal and take in passengers at Irepassey, or even St. John's, and the inevitable result will be, that Newfoundland will become the half-way station for all the large steamers that traverse the neighboring ocean.

We had yesterday the pleasure of learning from our friend Mr. Gisborne, (a gentleman to whom Newfoundland must ever feel deeply indebted) that the act incorporating the great Cape Race and Cape Ray line provides a sum of £750 stg. for a survey of the route, guarantees the interest on the capital expended during the first three years, and gives to the company a bonus of every alternate half mile of wild lands on the entire route.

The line when completed will be about three hundred and seventy five miles long, and at a rough estimate will cost about twenty thousand pounds. It will require nearly three years to complete it, as there are no roads at present near the track; in fact no human being, unless perhaps a red Indian, has ever yet set foot on over three hundred miles of the distance. The country has consequently never been explored, and no one yet knows what the result of the survey may be.

It is clear that, in the hands of Mr. Gisborne, the undertaking is practicable and feasible; and that it will prove remunerative to the shareholders, no one can doubt who knows the value of early intelligence in the United States.

Mr. Gisborne returns to Newfoundland so soon as he can make the necessary arrangements for leaving our city, and we cannot wish him a better name or better friends in his new sphere of action than those he will leave behind him.—*Halifax Novascotian.*

Canada.

The night before last, about 11 o'clock some tons of the Cape rock fell, fortunately without doing any damage to life or property, at that part where the inclined plane for hoisting up building materials to the citadel formerly was. And yesterday morning some mere fell, completely blocking up the road way.—*Quebec Chronicle, May 22.*

The Post Office.—We are most happy to announce that the result of the first month's trial of the cheap postage system is entirely satisfactory, and realises the expectations of the most sanguine in regard to it. The average letter postage under the old system was ninepence currency—so that it required three times the amount of business to make the present rate produce a revenue equal to what it was before the change. The number of letters during the first month has more than doubled—so that the revenue is only about one third reduced. Of course this is the minimum, and every month will show an improvement.—*Toronto Globe.*

Destruction of the Theatre Royal.—Incendiarism.—The Theatre Royal in this city was totally destroyed by fire on Wednesday morning last, together with the costly scenery, fixtures and other effects; the property of the manager Mr. J. B. Harrison. The fire broke out in the rear part of the building, adjacent to the Green Room. Two or three persons had passed the Theatre on the morning of the fire, at half past 12 o'clock, and no signs of burning were observed; but about half an hour afterwards the Green Room was in flames, from whence they rapidly communicated with the rest of the building in spite of every exertion that could be made. The building being entirely of wood was speedily consumed. Mr. Harrison's loss is very great, (£300) considering that he had acquired the greatest part of the property by his own individual labor.—The building was owned by G. S. Tiffany, Esq., and was insured for £125. No doubt exists but that the fire was the work of an incendiary. Preparations were we understand, being made for rehearsing the play of "Rob Roy" but no fire or light whatever had been in the Theatre subsequent to Saturday evening.

Nothing daunted by the serious loss on the part of Mr. Harrison, and the inconvenience occasioned by the sad disaster, we learn that his Honor the Mayor has granted the Histrionic Society the use of the city hall, and that they will give their fourth Reading there in a couple of weeks at the farthest.—*Hamilton Spectator.*

Editor's Department.

MIRAMICHI,

CHATHAM, MONDAY, JUNE 2, 1851.

EUROPEAN NEWS.

The Mail Steamer *Canada* arrived at Halifax on the evening of Monday last. She had a fine run of nine days across the Atlantic.—Our papers are the 17th of May, but they furnish little news of interest. Extracts will be found under the proper head.

We find in the *London Standard* of the 15th ult., the following interesting sketch of the proceedings in the House of Lords on the day previous:—

"Lord Stanley rose pursuant to notice to put a question as to the recent proceedings in the Legislature of New Brunswick respecting the railway from Halifax to Quebec. A bill was at present under consideration in the United States for the construction of a line of railway communicating between Lake Superior and the Pacific, which would give increased advantages to those States by making their territory the great highway between the Atlantic and the Pacific; and there was every reason to believe that that bill would soon be passed into law. Now, it appeared that the Colonies of Canada, New Brunswick and Nova Scotia, had made a proposal for the construction of what he considered to some extent as a competing line, would greatly develop the resources of those colonies; but the Colonial Office in this country had not acceded to their proposal; and on the other hand, the Legislature of New Brunswick had refused to undertake the construction of such a line on the terms which had been offered by our colonial officer. He wished to ask the noble earl the Secretary for the colonies whether he had any objection to lay on the table of the house such information as he had received with regard to the resolutions adopted by the Legislature of New Brunswick upon that subject; and next whether Her Majesty's Government were prepared to take any new steps to meet the views of the Legislature of New Brunswick.

"Earl Grey said he had no objection to lay before the house any information he could give upon the subject, although that information was at present very imperfect. He should say that he did not consider that anything that had as yet taken place in New Brunswick that would necessarily prevent a satisfactory settlement of the question.

"Lord Monteagle said he had heard with much pleasure that there was no reason to believe that that subject might not yet be satisfactorily settled."

The *London Times* thus notices the Exhibition:

"There are more wealthy people than were ever congregated in 'town' before at one time; and they are all competing together in extravagance and display. The jubilee will only last a month. When parliament is up the Queen's festivities will close; and thus two causes of the fashionable bustle will have been withdrawn together.

"The spectacle on the 1st of May was one to delight the heart of an income tax commissioner. It is calculated that there were ten thousand private carriages in the streets leading to Hyde Park on that eventful morning. It was further calculated that these carriages represented on the whole, an income of £50,000,000.

"The parks are alive all day with beautiful horses, splendid carriages, amazing flunkies, and incredible coachmen. The West of London is one long Rotten Row. The shop-streets are inundated; the shops are frenzied with competitive excitement. Every body is spending twice as much as they can afford. Perhaps they have been saving for years past. At any rate they will have to save for some years to come. Fashion, on these great occasions is an awful tyrant; and everybody is succumbing. A lady, to escape notice, while attracting it, must exhibit a couple of hundred pounds' worth at the very least on her person. That imitative genius, the dinner giving people, must spend the income of a physician in tolerable practice at one meal for their 'friends.' Then everybody must be where everybody else is; and those places are expensive. An opera-night is not 'got up' by the three thousand persons present under twenty thousand pounds; and there are two operahouses with three nights each in the week.—There are besides theatres, concerts and exhibitions; and the west end would deluge every locale where money can be spent. We are in our best appearances just now; and the nation delegates its respectability to the west-end. The hordes of Foreigners have heard of the wealth of England: and it would not do to have them disappointed. We have a character for hospitality to be maintained; and if some ruin themselves they go to perdition patriotically. Wherefore we see a gala from morn to morn, an endless pageant. The essence of England is in the west end; and there is no denying that it is very rich. All the rest of England is working, all these bright May days, to produce the fete of the glorious fete. For they are very few. The west is few, but London is not crowded; and for one tradesman who has made money in the west, this season, so far, ten have lost money in the east."

CANADA.—The Editor of the *Quebec Gazette* thus notices the public meeting recent-

ly held in Dalhousie, on the subject of the Quebec and Halifax Railway:—

"Our sister province has taken up this important subject in a right spirit: the people seem to view it in a different light from their legislators, as will be seen by the annexed proceedings at a county meeting convened in Dalhousie by the High Sheriff. The secretary of the meeting, who has kindly sent us the report by post, informs us that the Court House, in which the meeting took place, was crowded to excess, that the utmost decorum prevailed throughout the entire proceedings, the whole assemblage being animated with a spirit of unity in desiring the great Railroad, not only as a commercial desideratum, but as a means of consolidating the bond of union between the provinces and the mother country. We trust this is the precursor to a sequence of such meetings in New Brunswick. The resolutions passed by the people of Restigouche are worthy of a careful perusal; they are evidently drawn up by men of ability, who put a right value upon the liberal offer made by the Imperial government, and are determined, as far as in them lies, to promote a scheme which has for its object the future welfare of all the British North American Provinces. Honor, say we, to the people of Dalhousie!"

There still continues to be a good deal of talk in Miramichi on this important subject, and the propriety of a Public Meeting being held is universally admitted; but no step to accomplish this object has yet been taken.

The Canadian Legislature met at Toronto on the 20th May. We take the following extracts from the speech of the Governor General on opening the Session:—

"In again meeting you for the discharge of our legislative duties, it affords me much satisfaction to congratulate you on the general prosperity of the Province. The crop of last year was abundant; the revenue from Customs and the traffic on the Provincial Canals are steadily increasing; and the securities of the Province command a high price.

"The effect of recent changes in the Imperial Navigation Law is also beginning to be felt, in the more frequent resort of foreign shipping to our seaports. It is alleged, however, by persons connected with the shipping interest, that certain provisions of the Emigration Act are unfavorable to the extension of a valuable branch of our import trade. The subject is an important one, and I recommend it to your consideration.

"Under these favorable circumstances, the future improvement in the means of internal communication has recently engaged a large share of public attention.

"In many parts of Western Canada, capital has been applied extensively, and with much advantage, by persons interested in the several localities, and by others, to the construction of county roads; and measures have been taken in both sections of the province, with the view of pressing forward important lines of Railroad. Parliament has given proof of its disposition to afford to undertakings of this description, which are calculated to be beneficial to the province, such aid as can be properly given to them, without impairing the provincial credit, or without encouraging improvident speculation. I feel confident that in any further legislation which you may see fit to adopt on this subject, you will adhere to the principles of this judicious policy.

"A considerable increase in correspondence has, I am happy to inform you, taken place since the new postage law came into operation. This fact, which furnishes conclusive proof of the advantage accruing to the community, warrants, moreover, the expectation that the receipts of this department will, before long, recover from the depression consequent upon the adoption of greatly reduced rates of postage.

"Under the operation of the measures which have been recently adopted by the legislatures of the several North American Provinces, the inter-colonial trade is assuming proportions of increasing magnitude, and promises to become a considerable branch of our industry.

"I shall lay before you a despatch in which Her Majesty's principal Secretary of State for the Colonies, submits for consideration a proposal for the construction of a Railway between Halifax and Quebec, or Montreal, which has an important bearing on this subject.

"The dispute respecting boundary which has been so long pending between Canada and New Brunswick, has been productive of much inconvenience to both provinces, and of no small hardship to those who are interested in the territory which is the subject of conflicting claims. In accordance with a suggestion made by the Secretary of State, I requested the Lieutenant Governor of New Brunswick to meet me here this autumn, with a view of arranging the details of a scheme of arbitration for the settlement of this question.

"The report of the arbitrators who were appointed in pursuance of the agreement entered into at that time by the governments of the two provinces, will, I have reason to believe, be presented at an early period.

"A measure will be submitted to you for effecting a reduction in certain charges provided for by the Civil List Act of 1846, and I shall lay before you the correspondence which has passed between this government and the Secretary of State on the subject.

"I again recommend to your consideration, the important subject of an increase in