

## SECOND EDITION.

TUESDAY MORNING, MAY 20.

**FREDERICTON.**—John C. Allan, Esq., has been elected Mayor of this City. The Poll at the close stood—Allan 196; Taylor 125. The result, it is stated, was quite unexpected to Mr Taylor, who acknowledged at the close of the poll that he considered it a condemnation of his political conduct during the last Session of the Legislature.

The Head Quarters in speaking of this Election, remarks:

"This is the first occasion where voting by ballot for a public officer has been tried in this Province; and we must say that the quiet and regular manner in which the votes were deposited, and the uncertainty of how the Election would terminate, appeared fully to justify the expectations of those who have been advocates for this system of testing the sense of a community. There was nothing like angry feeling during the election, and if future elections be conducted with the same regularity, voting by ballot must take the place of the old method, in spite of the strong and almost natural prejudices which exist in a British community against secrecy in public affairs."

**BUCTOUCHE.**—We are glad to perceive that the Provincial authorities have established Buctouche a Free Port. Mr Peter McPhelin, Sen., has been appointed Deputy Treasurer and Controller of Customs.

**NOVA SCOTIA.**—A meeting of persons favorable to the construction of the Shubenacadie Canal, was held at Halifax on the 12th instant—Dr. Avery presided. A Resolution was passed, that a committee be appointed to negotiate with the Local Government, for the purchase of the equity of redemption shortly to be sold under a decree of chancery; and in the event of the Government declining to become purchasers, to take such steps as may be necessary for forming a company to purchase the property.

The Mayor has complied with a Requisition signed by two hundred and fifty inhabitants of the City of Halifax, requesting him to call a meeting to take into consideration the terms proposed by the British Government, for the construction of Inter-colonial Railways. The day set apart was Thursday last.

**PROFESSOR JOHNSTON.**—This gentleman has put forth a new work, under the title of "Notes on North America, Agricultural, Social and Economical." The Editor of the St. John Courier, who, it appears, has been favored with a copy of it, says that "New Brunswick, its resources, its people, their manners and habits, occupy more than half the work."

**POST OFFICE.**—Willmer and Smith's European Times, of April 26, contains the following paragraph on the irregular manner in which the British Mails from this Province have been transmitted to their destination. Something should be done to remedy the evil in future.

"We beg to draw attention to the disgraceful manner in which the mails from New Brunswick are transmitted to England. The Canada, which arrived here on Monday last, did not bring any mail from that Province. Now, if their non-arrival on that day was a singular occurrence, we might attribute it to accident; but when we find that during the last six months it has frequently occurred, we think it our duty to call upon the Governor and Post Office authorities to despatch the mail a day earlier for the Halifax route, and when there is not any ship for that port, to send a closed Mail via New York. The trouble or expense of such a course would be trifling, and it would be unpardonable on the part of the Post Office of New Brunswick to neglect such an important service. An application to the British Parliament will no doubt be adopted, unless the irregularity to which we have alluded be speedily rectified."

**HALIFAX AND QUEBEC RAILROAD.**—A few weeks ago we published the proceedings of a meeting held in Bathurst, and to day we give the particulars of another held at Dalhousie, on the subject of the Quebec and Halifax Railway. We are happy to find that this important subject is receiving considerable attention from the Press of Nova Scotia and Canada; and the people on the Line are sensible of the advantages which must result to them should the line be established, and are willing, as far as they are able, to forward the undertaking. We shall wait with considerable anxiety the action of the Canadian Legislature on the subject, for on their decision, we believe, the fate of this gigantic and all-important undertaking to the prosperity of the North American Colonies, mainly depends.

**OUR PROMISE.**—We to-day redeem our promise made to publish the important Despatch of Lord Grey to the Governor General relative to sundry matters connected with the future Government of Canada; and we commence Mr Howe's second most able letter to the Secretary of the Colonies on the subject of the Railway, and other matters connected with the prosperity of the British North American Colonies. It is one of the most able documents we ever read, and we question much if ever a British Colonial Secretary had the advantages which Earl Grey has recently had, of having the wishes, feelings, capabilities, and wants of the people of one of the most important Colonies, laid before him in so masterly a manner.

**LAUNCH.**—From the building yard of Messrs. Johnson & Mackie, in Chatham, on Saturday morning last, a beautifully-modelled and faithfully-built Ship of 1,090 tons register, named the *Indian Ocean*. Competent judges pronounce this vessel to be inferior to none ever built in the Province. She is certainly a fine specimen of Colonial Ships, and we feel certain that when placed alongside of the much-vaunted St. John vessels, and "Quebecers," she will lose nothing by the comparison. Altogether, the *Indian Ocean* reflects great credit on the port, as well as on the master builder, Mr Andrew Mason.

To CORRESPONDENTS.—"Terry" is received.

The letter from our attentive Agent at Bathurst, with remittance, came safely to hand.

## COMMUNICATION.

CHATHAM, May 4, 1841.

Mr Pierce,  
Sir.—In your Gleaner of last week I perceive a card from Mr James Lynch, in which "he returns sincere thanks to his numerous friends, for the kind manner in which they came forward to assist in putting in his crop."

From the concluding paragraph it would appear that "he has had the misfortune to be involved in difficulties for some time past of a most disagreeable nature, and also suffering from wrongs." And as Mr Lynch's friends in this place are neither "few nor far between," I would respectfully request him to give us an explicit statement of those wrongs, in order that if such statement be satisfactory, those of us who were not at the putting in of his crop, may evince our "disinterested friendship" by getting up a SUBSCRIPTION LIST, so that if we cannot extricate him from his difficulties, we may at least alleviate them.

Respectfully Yours,  
One of the many Sympathisers.

## Ship News.

## PORT OF MIRAMICHI.

ENTERED, May 14, schr Jolly Tar, Bushing, Pictou, coals, Johnson & Mackie.

15th, bark X. Y. Z., Taylor, Shields, ballast, 28 days, Gilmour, Rankin & Co.

16th, bark Elizabeth, McFarlane, Liverpool, 33 days, general cargo, Johnson & Mackie.

17th, schr Corlew, Eisan, Halifax, general cargo, W. Muirhead and others.

Yesterday, ship Lady Falkland, Smith, Liverpool—general cargo; Gilmour, Rankin & Co.

CLEARED, schr Marie Reformiste, Lapoint, Quebec, ballast; schr Vigilante, Talbot, do, do.

14th, schr Londonderry, McDougall, Newfoundland, lumber, W. J. Frazer.

17th, schr Villager, Watt, Halifax, lumber, Gilmour, Rankin & Co.

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

ENTERED, May 11, brig Ann, Miller, Kirkcubright, ballast, A. Ritchie & Co.

12th, schr Deiance, Currie, Halifax, general cargo, A. Ritchie & Co.

16th, bark Naparima, Rae, Liverpool, general cargo, A. Ritchie & Co.

CLEARED, May 9, schr Temperance, Sire, Halifax, shingles, W. S. Smith.

## NOTICE.

## Dissolution of Co-partnership.

The Co-partnership for the past six months existing between the undersigned, as Tanners and Shoemakers, is this day dissolved by mutual consent, and will, in future, be carried on by WILLIAM and JOHN SUTHERLAND, who will settle all transactions arising out of the late Partnership.

WILLIAM SUTHERLAND,  
JOHN SUTHERLAND,  
DAVID McMINN.

Richibucto, May 9, 1851.

**NOVA SCOTIA.—Public Railway Meeting.**—At a meeting of the Citizens held yesterday, at the Masonic Hall, to hear an account of the Hon. Provincial Secretary's delegation to England, on the subject of Colonial Railways, a string of Resolutions was, after discussion, passed as follows:—

Moved by the Hon. J. Howe, seconded by W. B. Fairbanks, Esq.

Resolved, That the Citizens of Halifax have read, with great satisfaction, the letter addressed, on the 10th of March, to the honorable Joseph Howe, by B. Hawes, Esq., acting under the directions of Earl Grey, and by which Funds to the extent of seven millions of pounds, to be expended in the construction of Inter-Colonial Railways through the North American Provinces, are tendered to the Governments of Canada, Nova Scotia, and New Brunswick, on terms which promise the completion of those works at little more than one half of what they would cost without the direct interposition of Imperial credit.

Moved by F. Charman, Esq., seconded by B. Wier, Esq.

Resolved, That the citizens of Halifax discern, in this offer of the government and people of England, not only a direct pecuniary benefit, but the indications of an enlarged and enlightened policy, by which the North American Provinces are to be bound together by facilities for rapid inter-communication, and elevated into a Nation, in friendly and perpetual alliance with the mother country.

Moved by Dr. Avery, seconded by J. N. Shannon, Esq.

Resolved, That while this generous offer, and the declaration of this policy, directly appeal to the deep-seated loyalty and true British feeling which the citizens of Halifax have uninterruptedly cherished for a century, they impose upon them obligations which it becomes their duty promptly to discharge.

Moved by W. Young, Esq., seconded by J. H. Anderson, Esq.

Resolved, That unanimity of sentiment and action in the Metropolis, will tend to ensure harmony throughout the Rural Districts, by which the measures, that, at this important crisis, it will become the duty of the Provincial Government to submit to the Legislature, may be matured.

Moved by the Hon. J. McCulley, seconded by the Hon. H. Bell—

Resolved, That the citizens of Halifax deem it their duty to renew their pledge of cordial support, in order that unanimity elsewhere may be secured, and the difficulties to be encountered beyond the frontier may be dealt with and overcome.

Moved by Dr. Gesner, seconded by C. Robson, Esq.

Resolved, That should these difficulties prove insuperable, the Citizens of Halifax will steadily sustain the policy sketched in Mr Howe's letter to Mr Keating, of the 4th of April, and by which Railway communication can be extended from the Capital into the Eastern and Western Counties of the Province of Nova Scotia.

Moved by the Hon. Attorney General, seconded by the hon. E. Kenny—

Resolved, That the citizens of Halifax desire to express the deep obligations which they feel to Earl Grey and her Majesty's Ministers, for the gracious reception given to the delegate from Nova Scotia, and for the hopes which their policy has inspired. They also respectfully tender to Lords Montague and Stanley their grateful acknowledgments, for the assurance conveyed in their speeches, and the measure contemplated by Her Majesty's Government have been deliberately adopted, with the full concurrence and approbation of the great leaders of public sentiment in the United Kingdom.

Moved by R. McLearn, Esq., seconded by John Eisson, Esq.

Resolved, That the thanks of this meeting be conveyed to Richard Andrews, Esq., and to the citizens of Southampton, for their hospitable treatment of our Representative, and for the facilities afforded him to explain, in presence of the people of England, the high interests with which he was charged.—*Halifax Guardian*.

**UNITED STATES.**—The Royal Mail steamship Asia sailed from New York on the 17th inst. with 145 passengers, and the American steamship Pacific on the 10th, with 243 cabin passengers, being the largest number ever taken by any of the steamers.

The American steamship Arctic arrived at New York on Sunday last, in 40 days and 19 hours from Liverpool.

**New Orleans, May 1.**—A startling report has reached Brownsville, Texas, that at Roma, on the Rio Grande, some persons being displeased with several revenue restrictions with regard to carrying hides to the Mexican territory, mounted a swivel gun on the Texan bank of the river, and fired it at the Mexican guard opposite, wounding several. Orders were despatched to Camargo by the Mexicans, for a reinforcement of 150 men.

**NEW BRUNSWICK.**—The *Deserters* from the 97th Regt.—Major Welsford and High Constable Stockford, who went in pursuit of the deserters, returned in the steamer Admiral on Wednesday last, but without them. We learn that no aid could be obtained at Eastport towards their arrest and delivery, and as the persons who went in pursuit were not armed with the authority required under the Ashburton treaty, the object of their visit was entirely frustrated.—*New Brunswick*.

**Dreadful Accident.**—A dreadful accident happened out at the Cemetery on Saturday last. Mr Fitzgerald, stone-cutter, Dock Street, was in the act, assisted by several of his men, of hoisting a large block of stone, weighing, as we are informed, upwards of a ton, to an elevation above his head, when suddenly the tackle broke, and the stone fell, upon him, crushing one arm, one leg, and his breast in a most shocking manner. The stone was so heavy that it occupied the persons present some minutes before they were able to remove it from the body where it had lodged. Mr F. was brought into town, and now lies in a very precarious state. He has a large family dependent upon him for support; and God grant that they may not want friends in this the hour of their need and mourning.—*Morning News*.

**Important to Farmers.**—We have been informed by some of the merchants of Pictou, that the article of butter, which forms a large export from this place to St. John's, Newfoundland, has for some time past been very much depreciated, from being too much salted. Whether it is a mistake in judgment on the part of the manufacturers, or a desire to sell salt which they buy for 2s. 6d. per bushel, at 7d. or 8d. per pound along with the butter we cannot tell; but it is now an undoubted fact, that the Pictou butter, from this cause, is almost worthless in that market.—*Pictou Chronicle*.

## NEW GOODS,

## BRITISH AND AMERICAN.

Ex Pollok, from Glasgow, Londonderry, from Boston, and Curlew, from Halifax, viz:

Grey and white COTTONS, stripe Shirtings, Gingham, blue and white Warps, red and white Flannels, Kersey, superfine black and slate Kerseymer, superfine BROAD CLOTHS, Duck, osanburg, huck, ticking, printed cottons.

## LADIES' DRESS MATERIALS.

In black and colored Orleans, Balmoral checks, Alpaccas, Shots and Coburgs; wadding, fringe, muslins, handkerchiefs, shawls, lace and edging, bobbinet, cap fronts, flowers, gloves, Hosiery, braces, cloth and glazed Caps, Son'-westers, black velvet, crapes, casban, ribbons, neck ties, moleskin, drill, carpet, red and stripe Shirts, drawers, summer coats, trousers and vests; American satinette, cassinets and doekskins.

Shoe thread, LINES and TWINES, whips, wax table cloths, paint, putty, whitening, OILS, turpentine, mustard, epsom salts, Jamaica ginger, indigo, nutmegs, sulphur, borax, salt petre, peppers, allspice.

Chests and boxes fine CONGOU TEA, Tobacco, rice, bread, crackers, raisins, currants, Coffee, ground and unground; saleratus, fine salt, dried apples, vinegar, pickles, lemon syrup, Townsend's Sarsaparilla, essence peppermint, lemon, and cloves, oil of peppermint, vermifuge, pain killer, hair oils and fancy soaps, Sole and Upper LEATHER, calf skins, red lining and binding skins, cork soles.

P. L. and Tampico Hats; paint brushes, scrubbing and stove brushes, wool cards, oil cloth, cloth jackets and trousers, a choice selection of

## PAPER HANGINGS:

Chairs of all kinds, looking glasses, ecythe stones, brooms, pails, window blinds, draws, knobs, lamps, hatchets, axes, ecythes, sneaths, rakes, hoes, steel spades, forks and rakes, chain traces, knives and forks, spoons, hammers, hand saws, cross-cut and mill saws, scales and weights, locks, hinges, curry and mane combs, whip thongs, Window Glass, Gunpowder, Shot; cast steel for axes, Sanderson's best shear steel, axe iron, round iron, nails, spikes, blacking, tumblers, glass lanterns, trunks, Lozenges and mixed Confections, starch, soap, candles, loaf sugar, neats foot oil, pitch and Rosin, sperm candles, pipes.

FLOUR, CORN MEAL, RYE FLOUR, MOLASSES in hogheads and tices, SUGAR, and many other articles not enumerated, offered by the subscriber, wholesale and retail, at his usual low prices, for Cash or approved credit.

Please call and see.

WM. J. FRASER.

Chatham, May 17, 1851.

## Just Received by the Subscriber.

Ex Pollok, from Glasgow, and Londonderry, from Boston.

A general and well selected stock of Ladies' and Gentlemen's

## BOOTS AND SHOES.

Also, a good assortment of Children's BOOTS and SHOES.

WM. J. FRASER.

Chatham, May 17, 1851.

## NOTICE.

At a Meeting of the President and Directors of the *Miramichi and Richibucto Electric Telegraph Company*, held in Chatham, on the 14th instant, it was

Resolved, That a further call of TWENTY PER CENT. on Capital Stock subscribed to this Company, be made forthwith, and that the same be paid to JOHN M. JOHNSON, in Miramichi, and Mr Wm. BOWSER, in Richibucto, payable on or before SATURDAY, the 31st instant.

By Order of the Board.

J. M. JOHNSON, Secretary.  
Miramichi, May 19, 1851.