

I hope every gentleman will believe me when I say that I do not care which party is uppermost, but I am only anxious that certain well-defined, magnanimous and useful principles of Government should be recognized by every man around this festive board. The British Government has proposed to aid us in making our Railways through the Provinces, and the question we have to decide is whether we will accept their proposal or not. On every side men are anxious for public improvements, and I fear there is only one way in which we can have them speedily and well. I look round Canada, and what do I see? The Great Western existing between Hamilton and Detroit; I recognise the skill and enterprise with which it is carried on; but I ask at what price it will be executed and I am told from seven to ten per cent. The Portland road, I am told by a gentleman largely interested, will cost ten per cent. I look along the line of the St. Lawrence and ask myself where the funds are to come from for that work, and I reply that I believe the funds cannot be got for less than ten or fifteen per cent. If, then, you can make your main trunk line with money obtained at three and a half per cent, will it not be wise to do so? I believe it is wise. I believe that in all time to come, we shall save six or seven per cent on our outlay, and shall introduce into our country an amount of British capital and a number of British contractors, both of which would be of the utmost value to Canada. I feel that nothing I can say will have half the weight as a letter which I am about to read. I have already explained, elsewhere, that the British Government is prepared to give the united Provinces six or seven millions at three and a half per cent.; and the letter I hold in my hand is from some of the wealthiest capitalists and contractors in England.

## EXTRACTS FROM

## MR HOWE'S SPEECH AT QUEBEC.

Ten years ago I passed a delightful week in this city. I have since travelled much, in the Old World and in the New, but I have never forgotten the scenery nor the hospitality of Quebec. In returning to it again there is but one drawback of which I am conscious—I fear your expectations have been too highly raised. I have no eloquence to display to you, as a morning paper kindly anticipates, for if I have had any success in life it has arisen from the unadorned simplicity with which I have spoken plain common sense to masses of people. But if I were all that my friend imagines, there is inspiration here in everything which surrounds me. Here the great Creator has himself been most eloquent, stamping his sublime and original conceptions on the bold promontories and mountain ranges around us—and pouring into the beautiful valleys they enclose or diversify, rivers, whose magnificent proportions never weary—whose sonorous music elevates the soul. Yet it is not from the works of nature alone that a poet or an orator might here catch inspiration—he might catch it from the moral aspects of Quebec, from its noble educational and charitable institutions, from the arts of life successfully cultivated, the social virtues well illustrated and preserved, and from the pleasing variety which to a stranger's eye is so attractive, afforded by the commingling of races once hostile and distinct.

With this opening, Mr Howe at once turned to the railroad.

Mr Howe explained the nature of the difficulties which had arisen in New Brunswick, the steps which had been taken to remove them, and the grounds of the belief which he entertained that they would be speedily overcome. The Legislators of that Province had acted under the impression that the Portland line had been abandoned. On the contrary, it was provided for. They thought that imperial commissioners were to expend the money as they pleased, while the expenditure was left to the Provincial Governments or any commissioners that might be appointed by them all. His friend, Mr Chandler, had returned home confident that the co-operation of New Brunswick would be secured. To Nova Scotia the question would be presented by a dissolution without delay.

Mr Howe explained that the Railway would not stop at Quebec or Montreal. It would soon extend west to Hamilton, from whence to Detroit the Great Western was in course of construction. The American lines would soon connect us with the Mississippi, so that continuous Railways would soon follow the lines of the old French forts. No Financier, no Merchant, however skillful, could calculate the value of such a communication. It had been truly said that the cost of Railways was nothing to the cost of doing without them. But it may be said that this road, however valuable, will cost too much—will burden our resources—is beyond our means. Here the hon. gentleman drew a picture of the old colonies at the Revolutionary war—their inland towns destroyed—their seaports battered—their credit worse than nothing. From that condition they had risen—prospered—and drawn into their bosom an immense amount of capital from Europe, and with it Europe's surplus population. They had not been afraid to assume responsibilities and to complete great public works. Shall we not follow their example.

Much mischief has been done hitherto by misconceptions and misunderstandings, which a little good feeling and frankness will

enable us hereafter to avoid. I found in England a good many persons whose sole end and aim was to get money out of the colonies and cheat the people of England by some impracticable scheme or patent job. Some of these have but little means and less character. There is another set who are great patrons of colonial grievances, and who are ever ready to suck the brains of any colonist that they may get up a question of a case in Parliament. When the whigs are in these gentlemen are Tories—when the Tories are in they are very good whigs. I kept these gentlemen at arm's length, and found the advantages of it. I found in the mother country, not only amongst those highest in rank and position, but among a great body of the people, a desire to know more of North America—to elevate her to the highest privileges of the empire—to yield to her the largest measure of self-government compatible with its dignity.

He also expatiated on the probable effects which the railroad would have on the whole tone of Colonial society and pursuits, on the Press, the Bar, the Mercantile community, and the Church. I came not, said he, to propound any political scheme, nor have I formed in my own mind and theory for a more extended organization of these Provinces, but this I may say to those who have, that we must make the Railroad first before any combination is possible. To the advocates of legislative union, I say, your scheme is impracticable without the Railroad—to the Federalist my advice is, make the Railway first and test your theory afterwards. To the people of the maritime Provinces he would say, make the Railroad, that you may behold the fertile and magnificent territory that lies behind you—to the Canadians he would say, make the railroad, that you may come down upon the seaboard and witness its activity and appreciate the exhaustless treasures it contains. I wish, said he, that standing upon Cape Porcupine, you could see the fleets of Americans that stream through the Gut of Canso, and coming one thousand miles, carry off year after year the treasures of the Gulf of Saint Lawrence, of the value of which few men in Western Canada have any idea. While they are catching your fish, whose flour and pork do they consume? Not yours, but the production of the Western States, by which a market is made for their farmers, and employment given to their Railroads and Canals. Hitherto Nova Scotia has stood alone in the attempt at the protection of, and a struggle for the Gulf fisheries. The Government of Canada, I am happy to say, has determined to fit out a steamer to keep the Americans off the Gulf shores hereafter. New Brunswick will probably employ a vessel in the same service in the Bay of Fundy. Nova Scotia already has two upon her coast. With such a force, actively employed, the Americans could be kept beyond the limit fixed by treaty—a market would be created for Colonial produce, and our exports increased at least one hundred thousand pounds. For reciprocity we are still prepared. We will exchange with our neighbors, if they please, the products of the soil, the sea or the mine. If they will not, then let them have the letter of the treaty—the pound of flesh but not one drop of blood.

Mr Howe showed how a due protection of the Gulf Fisheries, and the instruction of the young Canadians in nautical science would foster a mercantile marine. He also showed how rapidly emigration would flow into the wilderness which now lay between the Saint Lawrence and the Seaboard, as soon as the Railroad was made. He looked to the Railroad also as a great agent by which the wandering thoughts and best affections of British Americans would be concentrated upon their own noble country. Now, when a bad crop or commercial depression comes, (and these come to every country) our young fellows drift off to the United States, and seeing four or five large towns, and a few hundred miles of Railroad, they wonder at the greatness of the country. I think it is Sterne who accounts for the fondness of ladies for lap dogs, by observing "that the human heart wants something to be fond of." It does, Mr Chairman, and something to be proud of, too. Put a young Nova Scotian upon a Railroad, and let him travel for 1400 miles through a magnificent country which is all its own, with scenery ever varying, and interest ever new, and you inspire him with pride and self-confidence that will keep him at home. Send down the young Canadian who thinks Detroit or Buffalo the Metropolis of the World, to see Montreal, Quebec, St. John, and Halifax—to see groves of masts around his own sea coast, and a mine, richer than California, in his own Gulf, and like Newman Bagges, he will begin to pluck up a spirit, and feel that, after all, Brother Jonathan does not own 'all creation.' I have not the slightest feeling of hostility to our neighbours across the frontier, but I am well assured that if there be any thing which induces them to esteem us lightly, it is our own estimate of their country, and our slight appreciation of our own. When they find us alive to its advantages—standing erect with a well defined policy, and 1400 miles of Railroad traversing its surface, made with money at 3½ per cent, they will begin to respect us more—perhaps to feel that the boot is getting on the other leg.

Before I close, let me allude to one matter which is often referred to, as unfavorable to our future progress. The distinction of race is the invidious theme upon which alarmists love to dwell. Perhaps you will bear with me when I say, that, to a stranger coming among you, these very distinctions supply most of the variety which charms. We An-

glo Saxons, proud of our race and of their achievements, are too apt to forget how largely the Norman French element entered into the composition of that race. We forget that Frenchmen lorded it over England for centuries—that their laws were administered in her tribunals, and their language spoken in her Courts. Gradually the distinctions faded, and out of a common ancestry came that new race which has given laws and civilization to the world. So it will be here. Sprung from two of the foremost nations of the earth—speaking two noble languages—copying from each other the arts of life, the varying lights and shades which give it expression, who doubts that a race will grow up in North America, equal to the requirements of their country, and proud of the characteristics of the great families from which they have sprung. Less than a century ago Sir Wm. Howe led up the Light Infantry to fight the French upon the Plains of Abraham, and the blood of brave men upon both sides sunk into the soil. But what of that? They are descendants from one family, and his namesake comes to invade Canada in another mode—to plant a railroad not a scaling ladder, and he hoped to rouse the lethargic with the whistle of the steam engine, not with the blast of war. So let it ever be. Let us respect each other's peculiarities. The French should imitate the intelligent enterprise of our neighbours. The English should remember that no Frenchman ever lacked courage—no French lady grace. Let us copy from each other till that time arrives, when

As the varying tints unite,  
They'll form in Heaven's light,  
One Arch of Peace.

## Editor's Department.

## MIRAMICHI:

CHATHAM, MONDAY, JULY 28, 1851.

## EUROPEAN NEWS.

The Mail Steamer America arrived at Halifax on Tuesday morning last. By her we obtained our papers to the 12th instant, from which we have copied some extracts, but their contents are not important.

Mr. Howe's Mission.—It will be seen by the annexed paragraph copied from the Halifax Sun of Wednesday, that this gentleman has arrived in Halifax, and we are glad to learn that he reports favorably of the success of his mission to Canada and this Province.

Mr Howe's arrival in town on Monday evening, was marked by one of those spontaneous demonstrations of popular respect which must be ever most grateful to the feelings of the patriot and the man.

The presence of the Hon. Gentleman in the city being known at few minutes past 7 p. m., handbills, forthwith announced that a grand display of fire works would take place on the common between eight and nine o'clock, and verily the exhibition was highly creditable to the skill of the pyrotechnist from whose laboratory the works were obtained, and to the taste of Mr Fuller, under whose direction they were discharged.

At the conclusion, Mr Howe, in answer to the call of a throng of assembled citizens, made his appearance, and in a brief address, which was loudly cheered throughout, conveyed the gratifying intelligence that his mission to Canada had been crowned with complete success—Canada and New Brunswick standing pledged to close with the liberal tender offered by the Imperial Government, provided this Province concur and co-operate.

We may fairly presume, then, that an early appeal to the sense of the constituencies, and of Parliament, upon this important question will be the next step.

Of a triumphant issue to the negotiations of the hon. gentleman so indefatigably and so far, successfully conducted, we are to indulge the most sanguine anticipations—should the event, however, show that we have formed too favorable an estimate of the far sightedness of the majority of our fellow countrymen, and find their representatives instructed to negative the grand proposition about to be propounded for their acceptance, then neither will the folly, nor the inevitably miserable results thus entailed upon the future destiny of our common country, lie at the door of Jos. Howe, nor yet of those sections of the people and press who have sustained his policy."

THE RAILWAY.—From the New Brunswick of Tuesday last we copy the following gratifying piece of news. We hope yet that all difficulties will be removed, and that such arrangements may be entered into as will secure the erection of both the lines.

Change in Public Opinion.—The Courier of Saturday assures its Halifax friends, that they are mistaken in supposing a great change has taken place in public opinion in this Province, regarding Earl Grey's proposition, as propounded to us by Mr Howe.

We beg to assure our Halifax friends, that this statement is directly at variance with the fact. The people of New Brunswick now clearly understand the proposition of Earl Grey, and the extent of the liability to be assumed by this Province, which it was

never intended should be burdened beyond what it could reasonably or fairly bear. The careful wording of Earl Grey's Despatch, on this point, leaves no room for doubt, although the Courier and other journals of this City, have labored to the uttermost to distort and pervert its true meaning, and the explanation of it given by Mr Howe.

An entire change of opinion throughout the Province has been the natural consequence of this enlarged and more accurate information. The people are now ready to accept the proposition of Earl Grey, in the same liberal spirit in which it is made, and which ought never to have been doubted. They will accept it, with the proper regard for the just rights and true interests of New Brunswick, which that proposition so carefully embodies. The people of Halifax, and of all Nova Scotia, may believe this, the inaccurate statement of the solitary writer in the Courier to the contrary notwithstanding."

DEPREDACTIONS.—We understand that a few nights ago, the brig Tweed, lying at Chatham, was robbed of her Compasses, and some other things. On Friday night last, the cabin of the brig Caroline, also lying at Chatham, was entered, and the Captain's stateroom, robbed of wearing-apparel, and various other articles. Between Saturday night and Monday morning, the Main Saw Belts, and Measuring Rods, were cut, and other damage done, in the Chatham Steam Mill. Messrs. Frost & Bain have offered a Reward of Twenty Dollars for the apprehension of the perpetrators. Within the last month, several Boats have been stolen from vessels, and assault and battery cases are of frequent occurrence in the town.

Thus we go on, and no steps are taken by the authorities to discover the offenders, or to put down street riots. Our magistrates must make a good thing of it, for we understand that they are kept busily employed issuing Warrants, &c.; and as few or none of the causes are brought before them as "Queen's Cases," the fees must be considerable.

UNITED STATES.—The New York Courier and Enquirer of the 11th July, contains a telegraphic despatch, announcing that Daniel Webster had tendered his resignation as Secretary of State, on the plea of ill health, and purposed visiting Europe. The New York Tribune of the 19th says, that it is Mr W.'s intention to retire from his post, for a short time, to recruit his health.

The same paper states that the Crops in the different sections of the Union promise an abundant harvest. The yield of Wheat in the Western States, it is said, will be unusually large.

A REMEDY.—We clip the following paragraph from a late number of the New York Tribune. It may be of service to some of our readers:

A New Remedy in Diarrhea, Cholera Infantum, and Cholera Morbus.—We have the following Recipe from the Professor of Chemistry in the New York Hospital: "I would wish, through the medium of your paper, to give publicity to the fact, that I have seen instant relief given in cases of Diarrhea, by the use of Hydro Sulphuric Acid, a tea-spoon full of a saturated solution being mixed with four times its bulk of water. Also in a case of Cholera Infantum, in which the child was very much reduced, and the stomach in an extreme state of irritability, so that nothing would be retained, this remedy was administered with ease, and the child immediately improved, and has since recovered. Believing that this is a new remedy, and that there is no reason to apprehend any effects where it does not produce a cure, and believing that it has some specific effect in counteracting the cause, and immediately arresting the diseases, I am, yours respectfully,

LAURENCE REID.

ACCIDENT.—We regret to state that Mr Alexander McFarlane, unfortunately had his Left Hand cut off by one of the Circular Saws in Mr Alexander Fraser's mill, at Black Brook, on the morning of Saturday last. Dr Benson had subsequently to amputate the arm a short distance up.

## Marriages.

At Dalhousie, on Thursday the 3d instant, by the Rev. James Steven, of Restigouche, Mr. JAMES BROWN, formerly of Aberdeen, to FRANCES ELLIOTT, widow of the late Walter Elliott.

At Blackville Manse, on the 21st instant by the Rev. John Turnbull, Mr. JOHN WALLS to Miss MARY JANE STEPHENS, both of the Parish of Blackville.

On Thursday, the 17th inst., by the Rev. William Henderson, Mr. DAVID WHITNEY, to Miss MAGDALENE RUSSELL, both of the Parish of Northesk.

## Deaths.

At Rose Bank, Bathurst, on the 22nd July, JOHN MILLER, Esq., for 23 years Deputy Treasurer there, aged 61 years. Mr. Miller's inoffensive manners, kindly disposition, and