

ters going from New Brunswick to the United States; and in like manner the Postage Stamps of the United States, Nova Scotia or Canada, on Letters coming into New Brunswick from such States or Provinces respectively, are to be taken by Postmasters in this Province as evidence of prepayment having been made in the same respectively.

10. The following are appointed to be offices in New Brunswick through which the Post communication with the United States will be maintained, and to which Postmasters are to forward their mail matter for the United States, according to the relative position of their several offices:

St. Andrews, St. Stephen,
St. John, Woodstock,

11. Newspapers whether published in the United Kingdom, or in British North America, or in the British West Indies, or in the United States, will not be liable to any Provincial rate of Postage, but Newspapers to and from the United Kingdom, specially addressed "via New York," or "via United States," will be liable as at present to the transit rate of one penny each, payable on delivery only.

NEWFOUNDLAND.

The charge on Letters to and from Newfoundland will be, for a single Letter not weighing more than half an ounce, 7½d., namely, 4½d. the Packet rate, and 3d. inland, prepayment being optional, and increasing one rate for each half ounce or fraction of half an ounce; and on Letters for Bermuda and the West Indies, the inland rate of 3d., must be paid in advance—the Packet rate will be 4½d. for each letter not weighing more than half an ounce, and increasing one rate for each additional half ounce or fraction thereof, and the prepayment of it will be optional.

By His Excellency's Command,
J. R. PARTELOW,
Secretary's Office, 7th July, 1851.

Editor's Department.

MIRAMICHI:

CHATHAM, MONDAY, JULY 21, 1851.

MELANCHOLY ACCIDENT.—A Correspondent has furnished us with the following account of a sad accident which occurred at Shippigan:—

"On Friday the 4th instant, while a number of Fishing Boats were running into Shippigan Gully, it blowing hard, and a heavy sea running, a boat belonging to Eliva Gallian, of Caraquet, in rounding the bar at the entrance of the Gully, came broadside on to the sea, upset, and three brothers, sons of the owner of the boat, aged respectively 20, 17, and 12 years, were unfortunately drowned. The same day all the bodies were cast up on the shore, near to where the accident occurred. An Inquest was held immediately before J. H. Harding, Esq., Coroner, when a Verdict of Accidental Death was returned. The poor, bereaved father came down the same day, and took the bodies home to Caraquet for interment. Much sympathy has been evinced towards the parents by all parties. I hope it may be a warning to heads of families not to send to the fishing so many of a family in one boat, as is too much the practice. It is not unusual to see a father and two or three sons in one boat, and if an accident occurs, it makes a sad blank in a family."

CANADA.—We clip the following extracts from the letter of the Toronto Correspondent of the Montreal Herald, under date of the 4th of July:—

"It is probable, however, that ministers are in no hurry to press the session to a close, till they can get through their railroad projects. I have already given you an idea of what was intended with reference to the main trunk line. I have since seen a copy of the resolutions intended to be proposed by Mr Hincks on this subject, which accord exactly with my previous information. The first declares that justice to the Provincial creditor requires that the debts and liabilities of the Province should not be increased beyond the sum of £1,500,000, except in aid of the Halifax and Quebec railway, or without the consent of present creditors; that, therefore, it is expedient that the Provincial guarantee, under the 12th Vic., shall be granted only in such manner as will not increase the debt and liabilities beyond the sum mentioned.

"It is, therefore, declared to be expedient to confine the guarantees to main trunk lines; to such as have actually received it; or to such others, having a right to claim, as have laid out £25,000 at the present moment: that the guarantee shall extend to the capital as well as the interest—provided the bonds be made payable at terms approved of by the Governor General.

"That it is expedient to form a Railway Board of the Receiver General, Inspector General, Commissioner of Crown Lands, and Commissioner and Assistant Commissioner of Public Works.

"No railway to have the benefit of any guarantee till the Board shall have examined the proposed line, and reported thereon."

"That any company, whose road may form part of the main trunk, shall be allowed, if their line exceeds 75 miles, to divide it into sections of not less than 50, so as to obtain the guarantee.

"That previous to obtaining the guarantee, half the road should be completed, and the land acquired for the remainder; and the Board must be satisfied that the contracts for the half completed have been made at a fair price.

"No contracts on roads claiming the guarantee shall be made without the approbation of the government; and if several companies shall have claims for the guarantee (but it shall be found impossible to grant it to all), the government shall select those which it thinks desirable to receive it."

Mr Hincks's resolutions on the subject of the Civil List, proposes the following scale of Salaries for the Judges of the Superior Courts of Law and Equity, in the Province:—

Lower Canada.

For the Chief Justice of the Court of Queen's Bench,	£900
For the Chief Justice of the Superior Court,	900
For the Puisne Judges of the Court of Queen's Bench, each	500
For the Puisne Judges of the Superior Court resident at Quebec or Montreal, each	800

Upper Canada.

For the Chief Justice of the Court of Queen's Bench,	£900
For the Puisne Justices of the Court of Queen's Bench, each	800
For the Chief Justice of the Court of Common Pleas,	900
For the Puisne Justices of the Court of Common Pleas, each	800
For the Chancellor of Upper Canada,	900
For the Vice Chancellors, each	800

It will also be proposed to fix the salaries of the Attorneys General at £900 each, per annum; and those of the Provincial Secretary, the Receiver General, the Inspector General, and the chairman of the committees of the Executive Council at £800 each. It will further be proposed, that all pensions heretofore granted by the Crown, should continue to be paid during the lives of the grantees; but that no pension shall hereafter be granted except to retiring Judges, or by some Act of Parliament; in fact, that the Crown shall no longer have power to grant pensions without the sanction of the Legislature being first obtained.

It appears that the Hon. Mr Lafontaine will retire from the Canadian ministry at the close of the present Legislative Session.

A Correspondent of the Fredericton Head Quarters, writing from Toronto under date of July 2, says:—

"I write these two or three lines to inform you that a proposal has just been submitted by the Railway Committee of the Legislative Assembly, having for its object the construction of the Quebec and Halifax Railway by the three Provinces. I have not yet learned the details with any distinctness. There is no other news from hence. An address moved by the Crown Land Commissioner to the Queen, on the subject of the Clergy Reserves, was carried last night, but it leaves the question just where it was."

MR HOWE IN CANADA.—It will be seen by the annexed paragraphs, copied from late papers, that the reception of this gentleman in the cities of Quebec and Montreal was most enthusiastic. The Montreal Herald of the 12th instant, says:

"Yesterday, the Hon. Mr Howe was entertained at dinner, in the grand saloon of the Hays House, by over a hundred of the merchants and citizens of Montreal—Hugh Allan, Esq., being chairman on the occasion, and John Young and L. Marchand, Esquires, croupiers. The dinner was entirely successful, and Mr Howe's address, on which he dwelt at great length on the many advantages he considered must accrue to Canada from the construction of his (and my Lord Grey's) projected line of Railroad, was listened to with attention and respect.

"The dinner was provided in a manner which reflected infinite credit upon the skillful management of Mr Pope. The viands were abundant and most recherche, and the wines unexceptionable, especially the champagne ('Bouzy,' supplied by our friend, Mr Edward Lamontagne). During dinner, the company were entertained by the dulcet strains of the Band of the 20th.

"The Chairman, Hugh Allan, Esq., President of the Board of Trade, was supported on his right by the Hon. Joseph Howe, M. MacCulloch, M. D., Tancred Bouthillier, Wm. Edmonstone, Robert Weir, John Leeming, and Charles Houghton, Esquires; and on the left by the Hon. Peter McGill, Hon. John Molson, Sheriff Boston, Town-Major MacDonald, A. M. Delisle, T. Ryan, and R. S. Tylee, Esquires."

This paper gives a lengthy report of Mr Howe's Speech on the occasion, and we shall make some selections from it for our next week's paper, as well as from one he delivered at the Toronto banquet.

From the Quebec papers we clip the following extracts, which will enable our readers to form an idea of the manner in which

"The City has been full of Mr Howe, and though he himself is gone, his spirit still lingers here. The presence of the Queen could not have caused a greater sensation than the presence of the American Railway King has done. The whole of Saturday, there was nothing talked of but Mr Howe, and Mr Howe's speech; it was characterised by rich and poor, high and low, in the most flattering terms. No man ever made himself so famous in so short a time—people vied with each other in doing him honor.

"It was no ordinary speech, and we know you are impatient, but that which increases your impatience is a reason why we should take time. We are aware that you must know thoroughly, all that he said about the grandeur and sublimity of our scenery, about the extent of our country, about our immense resources, about the excellent moral and social qualities of both races, about our seaboard, about our Gulf treasures, and French capacity for improvement, about the Railway, and the course which Nova Scotia and Canada intend to pursue in the almost impossible contingency of New Brunswick refusing to do anything."—Quebec Chronicle.

THE SEASON.—We have much satisfaction in being enabled to state, from enquiries made of parties residing in various parishes in the County, that all the growing Crops look most luxurious, and promise an abundant harvest. The Colonial and United States papers give a similar report in reference to the prospects of the husbandman.

Much rain has fallen during the season, more particularly of late; and we understand the streams are unusually high, which has enabled the lumberers to bring to market a considerable quantity of timber and logs, which otherwise would have remained in the woods.

On Thursday night last, between the hours of ten and twelve, we had one of the heaviest storms of thunder and lightning experienced here for many years. The rain descended in torrents.

IMPORTANT TO INSURANCE COMPANIES.—The following paragraph is copied from the Boston Journal:

"We learn that the court of Queen's Bench, in Canada, has decided, in relation to Mutual Insurance Companies organized in the United States, that such companies cannot legally carry on their operations in the Provinces; that they cannot maintain any action against parties on the premium note, neither could parties compel payment from them on their policies."

NEW SHIPS.—There was launched from the building yard of Messrs. Johnson & Mackie, in Chatham, on Wednesday morning last, a very handsome ship of 329 tons measurement. She was named the *Kaffir Land*.

At Campbellton, County of Restigouche, on the 12th instant, a fine ship of 993 tons register, named the *Middleton*, was launched from the building yard of Messrs. A. Ritchie & Co.

THE COMING ECLIPSE.—The solar eclipse which will take place on the 28th July, 1851, will be partial in Great Britain, but total over a large portion of the European continent. Chubb's New Brunswick Almanac says this Eclipse will be visible in this Province at 7 minutes past 9 o'clock, A. M.

POPULATION OF GREAT BRITAIN AND IRELAND.—By the recent census it appears that the total population of Great Britain is 20,019,431, being an increase of little more than 12 per cent. since the last return. As regards the population of Ireland, it was then 8,166,597, and owing to famine and emigration, it is probably not increased. This therefore would make the entire population of Great Britain and Ireland about 29,000,000, and the number of the British race in the colonies being estimated at 3,000,000—that aggregate is raised to 32,000,000.

It is found that the annual progress of the population during the last half century has been as follows, emigration, it must be remembered, being always in operation as a counteracting influence.

From 1800 to 1811.	Rate of increase.
1811 to 1821,	15 11—100 per cent.
1821 to 1831,	14 12—100 "
1831 to 1841,	14 91—100 "
1841 to 1851,	13 18—100 "
	12 10—100 "

It appears that the excess of females is still increasing. In 1841 there were in Great Britain 493,393 more women than men. Now there are 550,157. This is partly to be accounted for by the demands for the army and navy on foreign and colonial service, the greater duration of female life, and the large number of males who leave the country as emigrants, convicts, &c.

Deaths.

At Napan, on Thursday last, CLARINDA, daughter of Mr James Edger, aged 18 years.

At Chatham, on Saturday last, after a long illness, Mrs. Victoria Fournier, 91 years of age.

great resignation to the Divine will, Mr JAMES COMBIE, a native of Banff, Scotland, aged 51 years.

At Chatham, on Sunday evening last, Mr LEONARD HAWBOLT, in the 65th year of his age. Mr H. has resided many years in Miramichi, and by his kindness of heart, won for himself many friends, who will lament his loss as a friend and neighbor. His family will lose in him an affectionate parent.

Ship News.

PORT OF DALHOUSIE.

RESTIGOUCHE, N. B.

ENTERED, July 12, schrs Wanderer, McGougan, P. E. Island, cattle; Martha Sophia, Boudrot, Quebec, flour; bark Kingston, Coxon, Halifax, ballast; brig Cassandra, Newfoundland, ballast; all to A. Ritchie & Co.

17th, bark Worthy, McKinnon, P. E. Island, W. Hamilton.

CLEARED, July 12, brig Kelsickwood, Ditchburn, Barrow, timber, A. Ritchie & Co.; brig Robert, Fletcher, Maryport, do. do.; bark Favorite, Pattison, Liverpool, timber, H. & J. Montgomery; schr Wanderer, McGougan, P. E. Island, ballast.

PORT OF RICHIBUCTO.

ENTERED, July 1, brig Ringdove, Covey, Liverpool, general cargo, L. DesBrisay and others.

2nd, shr Esperance, LeBlanc, P. E. Island, master.

4th, bark Don, Stork, New York, 14 days, L. DesBrisay; French brig Louise, LeBer, do. do., J. W. Holderness.

12th, schr Sovereign, Hayden, Pictou, master.

14th, brig Robert and Margaret, Calvert, Miramichi, W. S. Caie; Norwegian bark Fortuna, Nueman, New York, 14 days, D. Wark.

CLEARED, July 3, schr Esperance, LeBlanc, Arichat, deals, master; brig Lydia, Trask, Gloucester, deals, W. S. Caie; bark Celeste, Fitzgerald, Limerick, timber and deals, do.

8th, Prussian bark Cora, Steffen, Hull, deals, L. DesBrisay.

10th, brigs Ancona, Rackley, Grimsby, deals, J. W. Holderness; Hexham, Robinson, do. do., Fairbanks & Allison.

11th, brig Ross shire, Reid, Drogheda, deals, L. DesBrisay.

12th, new ship Roderick Dhu, (1167 tons) Reed, Liverpool, deals, J. Jardine; schr Relief, Marshall, Halifax, alewives and salmon, J. Mooney.

14th, brig Employ, Thompson, Grimsby, deals, L. DesBrisay.

17th, schr Sovereign, Hayden, Halifax, alewives and salmon, S. H. Wathen and J. Mooney.

PORT OF BUCTOUCHE.

ENTERED, July 12, American bark Pacific, Sawyer, New York, Cutler & Chipman.

15th, bark Bredalbane, Stritley, Boston, Cutler & Chipman.

CLEARED, July 9, Norwegian bark Marthine, Fleetwood, timber and deals, J. Jardine.

12th, Prussian brig Maria Frederica, Schmidt, Liverpool, timber, Cutler & Chipman; bark Duke of York, Hudson, Liverpool, deals, M. Atkinson.

15th, Prussian bark Gladiator, Misick, Liverpool, timber and deals, J. McPhelim.

18th, brig Swallow, Johnson, Hull, timber and deals, J. McPhelim.

The Norwegian bark Marthine, which left this port on the 9th instant, returned on the 15th, having struck on one of the Magdalen Islands, and was obliged to throw over the deck load and part of the cargo, water casks, &c. She is now in Richibucto repairing damages and taking in cargo.

PORT OF CARAQUET.

ENTERED, June 14, schr Two Brothers, Cormier, Bathurst, salt, J. Meahan.

18th, schr Magdalen, Barthe, Halifax, merchandise, master.

19th, schr Marie Alert, Smith, Halifax, general cargo, C. Robin & Co.

30th, schr Sophia, Landry, Richibucto, salt, J. Meahan.

July 2, schr Vincent, Le Brocq, New Carlisle, ballast, C. Robin & Co.

4th, schr St. Roch, Blais, Halifax, salt, J. Meahan.

12th, schr Victoria, Fournier, Quebec, general cargo, B. Trudell.

16th, schr Squid, Boudreau, Magdalen Islands, general cargo, J. Barthe.

17th, schr Mary, Bouthillier, Quebec, general cargo, C. Robin & Co., and others.

CLEARED, June 18, schr Mary, Barthe, Quebec, grindstones.

20th, schrs Two Brothers, Quebec, grindstones; Marie Alert, New Carlisle, ballast.

26th, bark Naparima, Rae, Fleetwood, timber, A. Ritchie & Co.; schr Sophia, Landry, Halifax, shingles and alewives, T. Harding and others.

July 4, schr St. Roch, Blais, Quebec, ballast.

5th, schr Vincent, Le Brocq, New Carlisle, hemlock timber, C. Robin & Co.

10th, schr Squid, Boudreau, Magdalen Islands, general cargo, J. Barthe.

11th, schr Victoria, Fournier, Quebec, general cargo, B. Trudell.