

SECOND EDITION.

TUESDAY MORNING, NOVEMBER 11.

NOVA SCOTIA.—The Legislature of this Province met on Tuesday last, 4th instant. *Wm. Young, Esq.* was elected Speaker. There was a warm contest between Mr Young and Mr Fraser. The former had 22 votes, and the latter 25. The following is Sir John Harvey's Speech:

Mr President and Honorable Gentlemen of the Legislative Council:
Mr Speaker and Gentlemen of the House of Assembly:

Public attention has for some time past been directed to the importance of establishing Railway communication between the southern sea board of Nova Scotia and the St. Lawrence, with a Branch Line to connect the Main Trunk with the Railway system of the United States.

The negotiations which I deemed it my duty to open last year, with the Right Honorable the Secretary of State for the Colonies, resulting in a generous offer from Her Majesty's Government to recommend to Parliament to guarantee, or advance the funds required to construct both those lines, upon certain conditions, the adjustment of which, during the past summer rendered communications with the Governments of the neighboring Provinces indispensable.

The Legislature of Canada has made provisions for their portion of the line from Halifax to Quebec, and for its extension, through the territory of that Province, to the western frontier.

The Government of New Brunswick waits your ratification of the terms proposed at the conference held at Toronto in June last, to assemble the Legislature, with a view to secure its friendly co-operation.

As the Imperial Parliament will probably meet early in the new year, and as it is of great consequence that the laws, passed by the Colonial Legislatures, should be transmitted without delay, to secure the appropriations contemplated in time to warrant the commencement of operations in the Spring, I have called you together at this unusual period, confident that you would, at whatever personal sacrifice, cheerfully aid me by a prompt and calm consideration of a question of the greatest magnitude and importance.

The correspondence that has taken place, and the measures which I have directed to be prepared, shall be laid before you as soon as the forms of parliament permit.

I confidently commend the subjects which they embrace to your diligent and enlightened review; and, believing as I do, that the destinies of these noble provinces are, to a great extent, involved in the result of your consideration of this question, I shall anxiously await your decision, and trust that the Author of all wisdom and goodness may guide your deliberations.

ADDRESS.

May it please Your Excellency,

We, Her Majesty's dutiful and loyal subjects, the Representatives of the People of Nova Scotia, thank your Excellency for the confidence expressed in our readiness to aid your Excellency in the calm review of a question of great magnitude and importance.

The mode by which Railway communication with each other, and with the populous States beyond the frontier, may be best secured, deeply interests the inhabitants of British America.

When the correspondence which illustrates the state of the negotiations hitherto conducted, and the measures promised by Your Excellency, have been submitted, we shall endeavor to bring to their consideration a spirit that we trust will warrant the hope expressed by Your Excellency, that the Author of all wisdom and goodness may guide our deliberations.

His Excellency's Reply.

Mr Speaker and Gentlemen of the House of Assembly.

The promptitude and unanimity with which you have responded to my sentiments at the opening of this session, assures me that your future deliberations will be characterized by harmony and wisdom.

We have hurriedly gleaned the annexed paragraphs on Railway matters, from late Halifax papers. We have hopes that this all-important question will be satisfactorily arranged in the Nova Scotia Legislature.

The following is one of the most important of the Railway papers laid on the table of the House on Wednesday.

MEMORANDUM.

The Honorable Joseph Howe, of Nova Scotia, and E. B. Chandler, of New Brunswick, having in accordance with the invitation of the Governor General, proceeded to Canada, in order to confer with his Excellency and with his Executive Council, on the subject of the projected Railroad between Quebec and Halifax, and having had opportunities in the presence of his Excellency of explaining their views most fully, and of hearing those entertained by the Canadian Government, it is proposed to reduce to writing the conclusions which have been arrived at. It is admitted by all the parties that the work is one of great national importance, and that the three Provinces would be much benefited by its construction. It seems scarcely probable that money can be obtained on more favorable terms than those on which the Imperial Government has offered to aid in procuring it; and it is therefore the anxious desire of all parties to this Conference that the obstacles which present themselves to the success of the enterprise may not prove insur-

mountable. The most important of these seems to be the determination of the two Houses of the New Brunswick Legislature not to assume any greater liability than that already agreed to, and which amounts to a concession of the right of way and stations, of ten miles of vacant land on either side, and a grant of £20,000 currency per annum for twenty years.

It seems then desirable to offer as many distinct propositions as possible for the consideration of New Brunswick, and to urge upon the Government of that Province to take the responsibility of submitting some one of them to the Legislature for its sanction. The following propositions might, it is conceived, be sanctioned by Canada and Nova Scotia:

First—That each Province should be responsible for the cost of the portion of the road passing through its own territory.

Second—That New Brunswick should make a distinct and separate agreement for the construction of its portion of the line with private contractors, who might possibly be induced to undertake the work on liberal terms.

Third—That the line between Halifax and Quebec should be undertaken on the joint account of the three Provinces, and that the Crown Lands lying five miles on each side of the line should be conceded by each Province for the benefit of the Road, and that until the payment of the cost of construction and interest, the receipts should be common property, after which each Province to own that portion of the Road which passes over its own territory.

Should the Lower Provinces determine to aid in constructing the Railway from Halifax to Quebec upon either of the plans suggested, it is more than probable, with as little delay as possible, the line will be extended from Quebec to Hamilton, from whence a Railway is being constructed through British territory to Windsor, opposite Detroit, at which place it will connect with a line projected across Michigan to Chicago, and through the State of Wisconsin to the head waters of the Mississippi, at Galena, the continuous line through the British Provinces stretching for 1340 miles, and through British and American territory for 1700.

JOS. ROUDRET, P.C.

JOSEPH HOWE.

Toronto, 21st June, 1851.

Hon. Provincial Secretary, by command, laid on the table of the House, various despatches and papers referring to the projected Railways from Halifax to Quebec. He explained that those of the series which had been communicated to the Assembly at its last session, had all been printed and extensively circulated.

He then asked leave to introduce the following Bill:

A Bill, entitled An Act to make provision for the construction of a Trunk Railway through British North America.

The bill was read a first time.

The same gentleman asked leave to introduce a Bill, entitled an Act for Raising by way of loan, a sum not exceeding £100,000 sterling, for the construction of a Trunk Railway through British North America. Canada had passed two Bills, the one authorizing the construction of the Line—the other providing for the requisite loan. The Bill authorized the Governor in Council to obtain this loan on the terms prescribed in Mr Hawes's letter to Mr Howe, and authorizes the Receiver General to draw the sum in the event of its being borrowed. The Commissioners were to draw from the general fund one third of the whole, and the Receiver General was to transmit to the Home Government, for the information of Parliament, a correct and detailed account of the monies spent. The fifth clause provides that the money shall be properly applied; the sixth, that until the monies advanced by the Imperial Government shall have been repaid, or until the Roads built with the same shall yield a net income of 6½ per cent., the Tariff of 1851 should form the basis of the Revenue laws of this Province, and should not be varied or changed, so as to diminish the net income of the Province, as it is this year. He would remark that if this Bill received the sanction of the House, it would be followed by one other, at least—the operation of which would be to remodel the whole of the Crown Land system, and make its machinery for constructing this Railway to harmonize with the sale of the Crown Lands.

It was for the House to decide when the question should be taken up—it might be better to allow it to lie over until the day after to-morrow in order that members might have an opportunity of making themselves acquainted with the Bills and correspondence just submitted. He was not quite ready—but would, rather than lose time, open the question to-morrow.

Hon. J. W. Johnston would like to ask the Hon. Provincial Secretary whether any correspondence had taken place with the Imperial Government, with a view to obtain a modification of the terms set forth in Mr Hawes's letter of March last?

Hon. Provincial Secretary.—No. There has been no correspondence, because of the uncertainty which prevailed as to the conclusions which would be adopted by the different Provinces. I may say frankly, that we place these Bills on the table as referring to a great public measure, and we invite and ask the criticism and assistance of every member of the House to make them as perfect as possible. After the Bills pass, as I trust they will, with the united action of the House, it is our intention to propose an Address to the Crown praying the confirmation of those

acts, and also that something more may be done by the Imperial Government, than has yet been offered.

The second reading of the Railway Bills was made the order of the day for Friday next, and the house adjourned till two o'clock on Thursday.

The Railway question will be resumed to-day, at 12 o'clock—and a most important debate may be anticipated. We believe there are but two men in the House who are against Railways in Nova Scotia under any circumstances, and therefore it is likely that the Government measure will pass, the true friends of the Railway will not risk its entire failure by adhering to any particular pet mode of constructing it.—*Halifax New Era of Saturday.*

The majority of the present House is not Conservative; to this fact, the elevation of Mr Young to the Chair, the only party vote yet taken, is evidence abundantly sufficient.—*Halifax Sun.*

ST. JOHN.—We are indebted to the Courier for the following intelligence respecting Election matters:—

At noon to-day the usual preliminaries were gone through with at the Court House, preparatory to the election of members of Assembly to fill the vacancies occasioned by the recent resignations of Messrs Ritchie, Simonds and Tilley.

Messrs John Johnston, John F. Godard, William Flaherty, and B. Boyd Kinnear, were proposed as Candidates for the two vacant county seats; and Messrs S. K. Foster and James A. Harding as Candidates for the city seat, vacated by Mr Tilley.

The Protectionists are the only party who appear to have taken any great interest in the matter—their candidates are Mr Foster and Mr Godard.

Mr Johnston was elected to-day in place of Mr Ritchie, by show of hands; the polling for the other County seat will take place on Friday next, and for the City representation on Saturday.

EUROPEAN NEWS.—The Steamer Franklin arrived at New York on Saturday week from Havre and Southampton. She sailed on the 22d October.

Kossuth had not arrived at Southampton up to the 22d, when the Franklin sailed. He was expected on the 24th. A grand reception had been prepared for the distinguished Hungarian.

The King of Hanover, who had been lying ill for some time, was not expected to recover.

Cape of Good Hope.—Later accounts from the Cape of Good Hope state that the British troops had been repulsed in an engagement with the rebels in Fish River Bush, with severe loss of life. It was feared that a union and rising of all the tribes against the whites would be the result. The most gloomy apprehensions existed.

THE WEATHER.—We had a fall of snow last night, and this morning every thing out of doors has assumed a wintry appearance.

Port of Miramichi.—Arrived this morning, schr Stranger, O'Brien, Halifax.

MARRIAGES.

At St. Andrew's Church Manse, on the 4th instant, by the Rev. Wm. Stewart, Mr ROBERT HAMILTON, to Miss JANET BELL.

At Tabusintac, on the 4th instant, by R. McLeod, Esq., Mr JOHN McMILLAN, to Miss ANN ROBINSON, both of Alnwick.

AUCTIONS.

On SATURDAY, 15th November instant, at 12 o'clock, noon, on the premises of Mr ALEX. JESSAMIN, Douglstown, will be Sold at Public Auction:

The Threshing Machine & Cleaner,
The Fanners, and
The Saw Power,

(In separate Lots.)

Lately imported by the Northumberland Agricultural Society, from the United States.

The purchasers to be bound to keep the respective articles in this County for one year from the day of sale, and to permit such persons as may be authorized by the Society to take Patterns for the manufacture of others, at any time, when not in actual use.

Terms of Payment.—For the Threshing Machine to be in instalments—1-4 in three months, 1-4 in six months, 1-4 in nine months and the remainder in 12 months. For the Fanners and Saw Power, 1-2 in three months, and the remainder in six months, all on approved joint notes.

J. M. JOHNSON, Auctioneer.
7th November, 1851.

TO LET.

The Dwelling House, Garden and Barn now occupied by John Porter, Esq., at Douglstown. For terms apply to the subscriber
HENRY CUNARD.
Chatham, October 18, 1851. 4w

FISHERY.

FOR SALE.
A SCHOONER of about 25 tons, will carry 120 barrels, built of Hackmatack, copper-fastened, and in good trim for sea. Apply to
ANDREW McCULLAM.
Nelson, September 20, 1851.

LOST!

At the north side of the North West Ferry, from Wilson's Team Boat, on the evening of Monday, the 27th instant, a *Band Basket*, containing a light drab Overcoat, a set of plated Castors, and other articles. Any person finding the same, will be suitably rewarded on application to Mr Hiram Fish, Newcastle. Newcastle, 29th October, 1851.

A CARD.

DR. JOHNSTON, formerly of Point de Bute, informs the inhabitants of Chatham and the surrounding country, that he intends practising the various branches of his Profession in this place.

Residence.—In the house adjoining Mr George Johnston's.
Chatham, November 3, 1851.

GEORGE BEAN,

Plumber, Tin, Sheet Iron, and Copper Smith,

Respectfully informs the inhabitants of Chatham and its vicinity, that he has commenced business in the shop recently occupied by Mr Alexander Marshall, immediately opposite the store of Mr. Wm. E. Samuel, and hopes, by strict attention to business, and moderate charges, to merit a share of public support.

He informs the inhabitants of Newcastle that, according to request, he has made arrangements with Mr Thomas Vanstone, of that town, to forward to him any work he may be favored with.

Chatham, October 20, 1851.

TOBACCO!

The Subscribers tender their grateful acknowledgments for the encouragement extended to them since they commenced business; and having enlarged their establishment for the purpose of manufacturing more extensively, they are prepared to offer for sale a stock of the best TOBACCO, consisting of Cavendish, Honey-dew, &c.

Merchants purchasing by the quantity would do well to call and examine their stock, and judge for themselves, before purchasing elsewhere, as their whole aim will be to compete with the market.

D. & J. McLACHLAN.

Chatham, October 20, 1851.

TO THE PUBLIC.

The subscriber respectfully informs the public that he has opened the shop adjoining the store of Mr Wm. E. Samuel, where he intends keeping a stock of every description of LEATHER for sale, wholesale and retail. Purchasers can obtain any quantity, from a hide to a half-sole. He expects shortly to receive from Boston an assortment of

SHOEMAKERS' FINDINGS of all kinds, which he will dispose of at low prices. Cash or leather given for Hides.
JOHN NICHOLSON.

Chatham, October 18, 1851.

STEAM!

Any person suffering from Chronic Rheumatism, Paralysis Acute or Chronic, Languid Circulation, Numbness, and Colds, proceeding from suppressed Perspiration, would find great benefit in trying the

Galvanic & Medicated

VAPOUR BATH!

The best Remedy yet discovered for those distressing complaints.

WM. FORBES.

Chatham, October 13, 1851.

LIFTING THE BUOYS.

TENDERS will be received at the Store of Mr Charles L. Hawbolt, in Chatham, until 12 o'clock, noon, on SATURDAY, the 15th November next, for

LIFTING THE BUOYS

In the Bay and River of Miramichi, and conveying them to such place as the Commissioner may direct.

C. L. HAWBOLT, Commissioner.

Chatham, October 11, 1851.

Notice.

All persons having any Accounts against the COUNTY, or any of the Parishes within the same, for the current year, are hereby required to hand in the same, with proper Vouchers, to the Subscriber, on or before the Sixteenth day of December next, in order that they may be examined, and reported on at the next January Term, and laid before the Grand Jury.

By Order of the General Sessions.

ALLAN A. DAVIDSON,
Auditor.

Newcastle, October 3, 1851.

NOTICE.

All persons having any just claims against the Estate of JOHN LYNCH, late of the Parish of Newcastle, Farmer, deceased, are required to render the same, duly attested, to the subscriber, within three months; and all persons indebted to the said Estate are requested to make immediate payment to

ALEX. GOODFELLOW,
Administrator.

Newcastle, 11th October, 1851.