

members had heard his hon. colleague in the Government (Hon. Mr. Chandler) upon that subject in the Legislative Council, and they had since read his speech; therefore it was unnecessary for him to go over the same ground. The railways in the United States might have averaged over £6,000 per mile in times past, but such has not been the case lately, as the facilities for constructing railways were greater, and prices were coming down. He would say a few words more in reference to the route. There was not a man in the house more anxious than himself to serve the northern part of this Province, and if this had been a question between north and south, whether the road should be carried here or there, he would not hesitate a moment in his choice; but hon. members from the north would surely acknowledge that it is better to have this railway than to have none. Last year, when the northern line was spoken of, hon. members from the north agreed that the whole Province would feel the benefit of it. Now surely the same argument held good when applied to this line. He believed that if this line were constructed, the north would immediately find the benefit of it. It would touch the Gulf at Shediac, and the people of the north might from thence trade with Canada or the United States, or jump in the rail-cars and travel to either of those countries. Then the line above the Grand Falls would run very near the head waters of the Restigouche, and there could be no doubt but a great road would be immediately opened up from Dalhousie, by the valley of the Restigouche, to the nearest point on the railway. He also believed that it would not be long before branches from this trunk railway would intersect the north. Such had been the case in the United States; wherever a railway was laid down, it had led to the construction of others. The State of Massachusetts, for instance, contained one million of inhabitants, and 1140 miles of railway completed, besides other railways in the course of construction. The soil in this Province was much better than the soil of Massachusetts, and the climate would be nearly as good when the woods are once cleared away. Wherever railways had been laid down they had led to civilization, and commercial and agricultural improvements. This was not a visionary scheme: for we may expect the same results here as had been experienced in other countries. We were at present behind the age. He had known some persons to visit the United States who had returned almost annexationists, after witnessing the business and travel that is carried on there. He thought it high time to act, we could stand still no longer. He remembered he was in Boston at the time the Boston and Albany railroad was first spoken of. The projectors were hooted at a public meeting, and it was not until two or three meetings had been held that the people began to understand its importance, and agreed to petition the Legislature for aid.—The result has been the opening up of a fine tract of country, adding greatly to the commercial importance of Boston, and the investment has turned out profitable. He should say no more at present, but give way to other hon. members. If the House chose to reject the resolutions, the Province must remain in its present backward state; but if they wish to keep pace with other countries, we must have railways.

SUNDAY'S MAIL.

SOUTH AMERICA.

The Chilean Revolution.—The Valparaiso correspondent of the New York Herald, under date of Dec. 26, 1851, says the civil war which has agitated the country four months has been brought to a final issue. A sanguinary battle was fought on the 8th, in which out of a combined force of 9000 men 4080 were killed or wounded. The American squadron had offered security to life and property, and two beautiful Spanish ladies, who had been banished for their great political influence, had sought refuge under the "stars and stripes."

NOVA SCOTIA.

Among the passengers by the Cambria to Liverpool was the Hon. Francis Hincks, who, as we are informed, will be joined and assisted by the Hon. Mr. Chandler, from New Brunswick, in perfecting the Railway Loan. The absence of the Hon. Provincial Secretary from the City was unfortunate—but we are instructed that the Hon. Delegate had a satisfactory interview with members of the Cabinet.

The New York Commercial Advertiser deems the enforcement of the Maine Liquor Law, in that city, impracticable, and its passage by the Legislature, inexpedient. 39,000 signatures to a remonstrance from that city, against the law, and 25,000 for it, had been obtained; the latter, however, having been carried round to the public schools to be signed by the children.—*Halifax Sun.*

From the Cape Verd Islands.—Accounts from the Cape Verd Islands to January 31, state that there has been a good deal of sickness at the Islands, especially at St. Andrews and St. Vincents.

At the latter place nearly three fourths of the population had died. At the former the deaths had been very great, and at last accounts the mortality was increasing.

The Islands had suffered greatly from gales and severe rain storms, many houses having been prostrated, and the crops destroyed to such an extent as to leave scarcely enough for the inhabitants to subsist upon.

The people were living in mud hovels which was one cause of the great mortality.

Enterprise.—A fine large steam machine shop has recently been erected at Windsor by Messrs. Curry, Dewolfe & Co. By the help of lathes, circular saws, saws for crooked work, planing machine, spoke machine, and a variety of other labor-saving machinery, the owners of the establishment can make at short notice and low rates, all the furniture and agricultural implements that we are now importing from the United States. This is a great improvement, and we trust that the projectors of the enterprise may be amply rewarded.—*Halifax Colonist.*

A most heart-rending casualty attended with loss of life, took place at Clare, on the 14th February. Two promising young children daughters of Hilaire LeBlanc, of that place, and nieces of A. Comeau, Esq., M. P. P., the one aged 8, and the other 10 years, left home at 10 o'clock on the morning, and sad to relate, were both found frozen to death in an adjoining pond.

It is admitted that the perfection of the Government of the Great Republic is CHEAPESS. The sovereign-head thereof has £6000 per annum, a sum nearly equalled by the amount of salary drawn by the Representative of Her Majesty in this Province. The prime minister of the President of the United States draws £1000, and other public functionaries proportionate salaries.

The Postmaster General of the Republic enjoys an income of £750; the Chief Justice £1000.

Life, and the political machine, nevertheless, seem to work smoothly enough.

If the people of the British Colonies cared to indulge in the good old Saxon practice of looking narrowly into their affairs, valuable hints might be derived from these facts.

Our thanks are due to Mr. Gisborne, for a copy of his Map, showing the route of his proposed Telegraphic Line through Newfoundland, and its connection by Sub-marine Tubes, with Nova Scotia. £70,000 is the estimated cost of this work, of the success of which there is no possible doubt. Mr. Gisborne pursues the enterprise with vigor.—*Halifax Sun.*

UNITED STATES.

The weather continued cold. The Hudson River is closed as far as below the Highlands. At Newburgh persons cross the river on foot with perfect safety.

At Poughkeepsie the ice is yet fifteen inches thick. In Haverstraw and Tappan Bay, the ice on the flats, prevents access to the wharves of Sing Sing, and other points, but sailing vessels go as far as Piermont. The earliest permanent opening during the last thirty years was about the 23rd of February the latest was the 13th of April 1843.

A grand entertainment to both houses of Congress, and other distinguished guests, was given on the 3rd instant by Mr. Collins, owner of the Steamer *Baltic*, on board of that magnificent boat. The Senate, had divided on the question to adjourn one day for the purpose of enabling members to attend, which was only agreed to by a majority of 2. Not very complimentary to the Liberal entertainer.

A new New York company have guaranteed to lay a submarine telegraphic wire from Newfoundland to Cape Breton for \$10,000.

There are six printers in the Pennsylvania State Senate. Out of thirty three members in the Massachusetts House of Representatives, there are eleven printers. All honour to the craft.

A gang of Philadelphia counterfeiters has been arrested at New York, who had been doing a large business in \$3 bills on the Farmers' and Mechanics' bank of Rochester.

NEW BRUNSWICK.

PROVINCIAL APPOINTMENTS.—Alexander Cook to be a Warden for the Fisheries for the County of Restigouche.

George J. Parker to be a Commissioner of the Seamen's Hospital, at Miramichi, Northumberland.

J. R. PARTELOW.

For California.—The steamer *Maid of Erin*, which commenced her trips to Portland on Tuesday morning, carried away nearly twenty young men, bound to California.—They are all from King's and Queen's Counties. We trust they may realise a rich harvest at the "diggings," although it is the lot of many to meet with disappointment.—*New Brunswicker.*

CALIFORNIA.

The steamer *Prometheus* at New York, 28th ult., brings advices from San Francisco to the 1st ult. Colonel Fremont and family have gone to Europe; J. B. Weller succeeds him the U. S. Senate. The special message of Governor Bigler to the Legislature, announces that a fair start has been made for the establishment of a State debt. The mines continued their steady returns. Some slight trouble still prevailed with the Indians. Both California and Oregon are beginning to wear the cheerful aspects of an established society. The Mormons at the Salt Lake appear to be determined on erecting a little independent Kingdom of Israel of their own, in defiance of the general government. It is presumed, however, that a small detachment of dragoons would bring the Saints to terms, without the necessity of bombarding their city of Zion. Business is expected to be brisk on the Pacific during the ensuing season.—*Halifax Nova Scotian.*

Export of Gold.—The following table showing the amount of gold exported from San Francisco for the year ending 30th December, 1851, is taken from the Custom House books:

To New York,	\$30,861,400 49
New Orleans,	404,294 11
London,	3,392,660 78
Panama,	151,293 64
San Diego,	5,000 00
Valparaiso,	414,482 00
Rio de Janeiro,	15,000 00
Talcahuana,	15,750 00
Hong Kong,	2,554 00

\$34,492,533 03

Of coin, there was manifested during the same period:—

To Hong Kong,	\$212,565
Canton,	71,212
Shanghai,	102,000
Manilla,	53,766
Honolulu,	19,000
Valparaiso,	5,352
Ports of Pacific (one shipment),	8,000

\$458,895

P. E. ISLAND.

Petitions have been presented to the Legislature praying for bounties on mackerel and other fish. The sum of £3,500 has been voted for the Road Service of the Island.

BY TELEGRAPH.

TO THE MIRAMICHI NEWS ROOM.

Via Montreal, Quebec, and Fredericton.

NEW YORK, March 8.

ARRIVAL OF THE ARCTIC.

A new ministry has been formed in England, with the Earl of Derby as Prime Minister.

At the last accounts from Manchester, there was a healthy business doing, and markets firm, with small stocks.

France continues quiet.

The most prominent members of the new Ministry are: Secretary of the Home Department, Mr. Walpole; Foreign Department, Lord Malmesbury; Colonial Office, Sir John Pakenham [or Pakington]; First Lord of the Admiralty, Duke of Northumberland; President of the Board of Trade, Mr. Henly; Postmaster General, Earl of Hardwicke; Secretary of War, Mr. Beresford; Secretary for Ireland, Lord Naas; Under Secretary for Foreign Affairs, Lord Stanley; Chancellor of the Exchequer, Mr. D'Israeli.

The Chancellorship of Ireland has been offered to Lord Blackburn.

The whole ministry, so far as talent and experience goes, is but of a very moderate calibre.

Parliament has adjourned over till Friday 27th, in order to allow Lord Derby to complete his arrangements.

A dissolution of that body will take place at once, to be immediately followed by a new election.

St. John, Tuesday, 9th March, 9, P. M.

In the Assembly to-day seven hours were occupied in debating the Railway Bill. Some amendments were proposed and passed; others rejected. The Attorney General amended the 4th section, making no member of the Legislature eligible as a Commissioner, except members of the Executive.

Mr. Beardsley proposed an amendment to the 6th section, that no member of the Executive should hold any office of emolument, or be contractors on the Railway: passed without division.

J. M. Johnson proposed that Commissioners be elected by the Legislature by ballot: only Harding and himself voted for it.

J. M. Johnson proposed as a 13th section, that Government should lay before the Legislature the annual accounts, and at the first session after the work commenced, a statement of the salaries, and that the Legislature should fix the amount of salaries to be allowed.

Messrs. Partelow, Hannington, and Botsford approved of this.

The Attorney General objected to the latter part, he having proposed an amendment to the Loan bill, relative to accounts. Messrs. Wilmot and Gray also opposed. It was then agreed to report progress, to give time for consideration.

Wednesday, 7 o'clock, P. M.

In the House to-day both Railway bills passed by large majorities. Amendments were carried that the Commissioners should make returns quarterly; that Government should appoint officers and fix salaries, subject afterwards to the revision of the House.

In the loan bill, after much discussion, the blank was filled up with £1,500,000 sterling. Mr. J. M. Johnson proposed that only the revenue of the Counties through which the line should pass be pledged for the cost of the loan; supported by the members from the North, but lost.

Amendments were introduced by Government and carried, that the net proceeds of the Road and the Lands be a source out of which to create a sinking fund. It was agreed that a permanent Revenue was a necessary consequence of the loan; an amendment passed that it should continue until the proceeds of the loan will pay interest on the money invested, at 5 per cent.

The Mining Bill was under consideration. A motion for postponement was made supported only by Messrs. Earl, Gilbert, Lewis and Styles. Progress reported.

Thursday, 7 o'clock, P. M.

In the House to-day the Mining Bill passed with some amendments.

A bill, providing that suits might be brought in the name of a firm, without including the names of the parties; and a bill requiring agents of foreign insurance companies to enter a statement of their capital, stock, &c., in the Secretary's Office, were committed, and progress reported.

The Bill to amend the Law, and make joint tenancy tenancy in common, and declaring heirs at law entitled to only one share, was committed. The clause relating to heirs was lost, 16 to 15. Bill then reported as agreed to.

The Attorney General said Government did not intend to bring in a bill to make the Council elective.

The School Bill comes up to-morrow.

Railway Bills go to the Council on Saturday.

The nomination took place at Amherst to-day—considerable excitement, but no row. Howe's return is almost certain. Fulton's not so sure. Contest supposed to come between McFarlane and Fulton.

Friday, 7 o'clock, P. M.

In the House to-day the bill incorporating the Provident Institution passed without discussion.

The bill repealing the duty on hackmatack knees passed by a large majority, opposed only by the Speaker, Earle, Williston and Montgomery; supported by Chapman, Hannington, Scoullar, Hatheway, McPherson, Ryan and others.

The School Bill was committed, and second Section passed. Progress reported. The Steamer *Asia* arrived at New York to-day with dates to the 28th ult. The people were anxiously awaiting the result of the General Election.

In the House of Lords, on the 27th ult., Lord Derby spoke against the Reform Bill, as giving too great toleration.

Political refugees in favor of peace. Some papers affirm that Lord Derby is a staunch protectionist; others that his speech is a covert abandonment of Protection. The House of Commons adjourned till the 12th March.

Russia has forbidden France and Austria interfering in the treaty of Vienna.

All were showing their teeth.

Saturday, 7 o'clock, P. M.

In the house to-day the bill to provide that processes may be served in the name of any partner of a firm, in suits in a Magistrate's court, passed.

The Bill to extend the capital of the St. John Water Company passed. The bill confining the power of celebrating marriage to clergymen, was rejected.

The debate on the School Bill was adjourned in consequence of the absence of members. The bill to regulate Land Tenures in the County of Kent, passed.

Mr. Gray's Insurance Bill passed. Several others were committed and progress reported.

In the Council the Railway Bills passed by a large majority.

Bathurst Buoy and Beacons.

The placing and securing the Bar and Harbor BUOYS, for the Port of Bathurst, will be let to the lowest Bidder, on the 7th day of April, at 11 o'clock, A. M., at Mr. NAPIER'S Office; where a plan of the Channels can be seen. Ample Security will be required for the faithful performance of the work.

WM. NAPIER, } Commissioners.
F. FERGUSON, }

Bathurst, 11th March 1852.

Buoys and Beacons.

Tenders will be received, at the residence of the Subscriber, until THURSDAY, the 15th April next, at noon, for *Laying Down the Buoys of the Harbor.*

M. CRANNEY, Commissioner.
Miramichi, 11th March 1852.

Notice.

A Meeting of the Committee of the Highland Society will be held in *Mrs. Hamill's Hotel*, Newcastle, on TUESDAY, the 23d March, instant, when a full attendance is requested.

A. MORRISON, Secretary.
Miramichi, 10th March, 1852.

Assessors' Notice.

The Assessors for the Parish of Chatham hereby give Notice to the inhabitants thereof to send them a statement of their properties, under Oath, on or before the 20th day of April next, that their share of the assessment may be laid on accordingly, if found correct.

M. CRANNEY, } Assessors.
JAMES KERR, }
J. M. JOHNSON, }

Dated the 9th March, 1852.