

combined enterprise was to be advanced or guaranteed by the British Government.

Permit me to call your Excellency's attention to the passages in which the advantages that Nova Scotia was to derive from accepting the terms suggest at Toronto, were summed up:

"Her clear interest demands the prompt acceptance of the proposition.

"1st. Because it secures to her, within very few years a Railway communication of 1400 miles, extending through the noble territory of which she forms the frontage, and with which her commercial, social, and political relations, must be very important in all time to come.

"2nd. Because it gives to her, almost at once, connection with 8000 miles of Railway lines, already formed, in the United States makes her chief seaport the terminus for ocean steam navigation, and her territory the great highway of communication between America and Europe.

"3rd. Because on the extinction of the debt, she will possess a road with which streams of traffic must perpetually converge, and tolls of which must become a source of revenue, increasing with each succeeding year.

"4th. Because the completion of these great lines of communication will give to all the North American Provinces a degree of internal strength and security, and consideration abroad, which will far transcend any pecuniary hazards which may be incurred.

"5th. Because the completion of these lines will draw into the province much of the surplus labor and capital of Europe, &c."

SUNDAY'S MAIL.

This mail furnishes us with a copy of a long and important Despatch received by Sir John Harvey in answer to Mr. Howe's communications of the 11th and 14th of December. We have not time to insert the whole Despatch, but give an extract. We shall complete the document to-morrow. It is dated January 9.

I must also add, that New Brunswick being, in the opinion of many of its inhabitants, more interested in the southern line, my belief was, that contemplating the execution of this line by such means as could be found without the assistance of Parliament, the people of New Brunswick would find a great advantage in the execution of the Halifax and Quebec line by the assistance of Parliament, because this would provide for the execution of that portion of the line through Nova Scotia which would be common to both, without requiring that the capital should be provided on the spot, and would thus leave a large amount of such capital available for the line which New Brunswick was to execute for itself.

Having thus adverted to that part of Mr. Howe's statement, of which the object is to show, that I had not been left in ignorance of his understanding as to the proposal to be submitted to Parliament,—I have next to consider, what were the actual engagements into which Her Majesty's Government entered, and what the decision arrived at, on Mr. Howe's application, as communicated to him in Mr. Hawes' letter of the 10th of March; in this letter, Mr. Hawes was directed to inform him, that the guarantee of a loan, which Nova Scotia proposed to obtain for the construction of that portion of the projected line to be established on British Territory, between the Provinces of Nova Scotia, New Brunswick, and Canada, which would pass through the Province of Nova Scotia, would be granted upon condition, that no part of the loan should be raised until arrangements were made with Canada and New Brunswick, by which the construction of a line of Railway, passing wholly through British territory from Halifax to Quebec, should be provided for, to the satisfaction of the Government,—and that to facilitate such arrangement, Her Majesty's Government would recommend to Parliament, that the like assistance should be rendered to those Provinces as to Nova Scotia, in obtaining loans for the construction of their respective portions of the work.

It is quite clear, therefore, that no assistance was promised to New Brunswick in the construction of any line but that one which would form part of a continuous railway from Halifax to Quebec. The expression "the line," is repeatedly used in describing the object for which the loan was to be guaranteed; and to make it perfectly clear what that line was, it is stated that "any deviation from the line recommended by Major Robinson and Captain Henderson, must be subject to the approval of Her Majesty's Government."

And when it is added that her Majesty's Government would by no means object to its forming part of the plan which may be determined upon, that it should include a provision for establishing a communication between the projected Railway and the Railways of the United States, it is obvious, as I have already pointed out in my despatch to you of the 27th November, that nothing further was contemplated in that passage than that Her Majesty's Government would sanction such a provision for this purpose, as the Legislature of New Brunswick may deem expedient to make on its own liabilities.

Mr. Hawes' letter was acknowledged by Mr. Howe, on the day following that on which it was received, in a letter which I have now before me; and the expressions used by Mr. Howe on that occasion left me under the impression that he was fully aware that it was one railroad only for the construction of

which Her Majesty's Government was prepared to propose to Parliament to advance the funds, or to pledge the national credit, because they speak of "the work," "the railroad," "the great national highway," and contain no illusion to more Lines than one, or to a line of connection across New Brunswick, with the Railroads of the United States.

I must also refer you to my Despatch to Lord Elgin, dated the 14th March last, copies of which I transmitted to you as well as to the Lieutenant Governor of New Brunswick.—Lord Elgin was then distinctly informed that the guarantee promised by her Majesty's Government in accordance to the proposals and applications of Mr. Howe, would be confined to Loans required by the three Provinces for the projected Railway from Halifax to Quebec.

Mr. Howe, in his second Report, lays great stress on a memorandum signed by the members of the Executive Council of New Brunswick in August, 1851, and transmitted to me, as showing that I acquiesced at that time in a much wider interpretation of Mr. Hawes' letter than I have now allowed it to admit of, inasmuch as that memorandum states that the Council "will not accept any proposal for building the Great Trunk Line which shall not embrace in an equally favorable and explicit manner, the European and North American Railway, the liability of the latter being solely confined to the Province."

The inference I drew from this Memorandum, upon receiving it, was, that notwithstanding some ambiguity in the expressions made use of, the concluding words of the above extract, implied that the members of the Executive Council of New Brunswick, by whom the paper was signed, correctly understood Mr. Hawes' letter in the sense which I have explained above, but that they entertained a hope, that the amount of assistance to be granted to that Province might hereafter be increased. But to prevent any misconception on their part as to the intention of Her Majesty's Government, I took occasion, in acknowledging the despatch of Sir E. Head, enclosing that Memorandum, to observe, with respect to it, that it would be "premature to enter upon the consideration of a proposal not yet submitted to me, but I think it right to observe, that Her Majesty's Government would not be prepared to recommend to Parliament to extend assistance to the projected Railways in British North America, further than was promised in my Despatch of the 14th of March last."

I must again express my regret, that on a point of so much importance, Mr. Howe should have misunderstood the views of Her Majesty's Government, and the tenor of my Despatches on this subject. The extent to which the assistance of Parliament should be asked for, towards the establishment of Railway communication in the North American Provinces, formed the subject of careful deliberation at the time when Mr. Howe was in this country, and he was made acquainted with the decision eventually arrived at by Her Majesty's Government, in language which even now I am of opinion was so explicit and unambiguous, that I cannot regard myself as responsible for the error, into which he has been betrayed, most probably, by the natural eagerness with which he pursued an object of such deep importance to the whole of British North America.

I have only to add that I hope the Legislature of Nova Scotia will not too hastily abandon as impracticable, the designs of executing this great work, with the limited amount of assistance which Her Majesty's Government are ready to recommend to Parliament, and which I confidently believe that Parliament would readily grant.

I have, &c.

GREY.

Lieutenant Governor Sir John Harvey.

Second Edition.

TUESDAY MORNING, FEBRUARY 3, 1852.

A FARM IN THE NORTH.

Our exchanges in the "sunny south" frequently boast of what the farmers in their neighborhoods have done in the raising of cattle, hogs, &c. We give below an extract of a letter, showing what a gentleman has done on his farm in the Northern County of Gloucester, and we challenge our cotemporaries to produce a competitor:

Francis Ferguson, Esq., raised last year on his Farm in Bathurst, upwards of 1,000 bushels of Wheat; 250 tons of upland Hay; he killed 8 Pigs of one litter, 13 months old, which averaged 400 lbs. each, 3200; the Sow, 777; a Pig 14 months old, 646 lbs.; one 26 months old, 796 lbs.; altogether he killed last fall of his own raising 8,000 lbs. of Pork. Also a Heifer, only 3 years old, which weighed 700 lbs.!!

While the present mail arrangement lasts, we will issue one edition on SATURDAY NIGHT, which will be dispatched Northward on Sunday, and the other at noon on MONDAY for the Southern mail which leaves at two o'clock, and for circulation in this County.

SMUGGLED LIQUOR.—The Revenue Officers destroyed a quantity of smuggled liquor in the square of Chatham, yesterday forenoon.

EARL GREY'S DESPATCH.

We give below the remaining portion of Earl Grey's Despatch in answer to Mr. Howe's letters of the 11th and 14th December last. The latter portion will be found in the preceding column, under the head of Sunday's Mail.

DOWNING STREET, January 9, 1852.

SIR,—I have to acknowledge the receipt of your Despatch of the 11th December last, enclosing a report by Mr. Howe, on the subject of his having misinterpreted the views of Her Majesty's Government in undertaking to aid the North American Provinces in the construction of an Inter-Colonial Railway.—I have also received your subsequent Despatch of the 24th December, enclosing a second report from that gentleman on the same subject.

I greatly regret that a misunderstanding should have arisen respecting the extent to which her Majesty's Government would be prepared to recommend, that the Loan to be raised by the Provinces for this purpose should be guaranteed by the Imperial Parliament. I do not of course doubt Mr. Howe's assertion, that I failed to make him understand my views on this question, as I certainly failed to detect the misconception with regard to them into which he had fallen, nor did I for a moment suppose till I read your Speech on opening the late Session of the Legislature of the Province, that my Despatches and Communications on this subject were construed to bear any other sense than that which they were intended, and still, in my opinion, appear to convey.

From a perusal of these reports, I observe that Mr. Howe, in explaining the view which he has taken of the proposal of Her Majesty's Government, dwells, not so much on the letter of Mr. Hawes of the 10th of March, 1851, in which the decision of her Majesty's Government was communicated to him under my direction, as on the language which he has himself held since his return to America, in reference to his communication with me, and upon his having assumed throughout those communications, that New Brunswick would not be ready to join with Nova Scotia and Canada in the construction of the proposed line of communication from Halifax to Quebec, except upon the condition that the arrangement should embrace, in equally favorable terms, a provision for a branch line between the projected Railway and the Railways of the United States.

As to the first of the statements, I have to observe that I perceive, now that my attention has been drawn to them, that there are in some of Mr. Howe's Reports, addressed to the Government of Nova Scotia, and in his letters and speeches which were communicated to me, expressions which I ought to have understood to imply that he expected Her Majesty's Government to make an application to Parliament for assistance to both lines, I can only account for my having failed to perceive this, by supposing that, owing to the very great length of these papers, I must, in reading them, have overlooked the particular expressions to which my attention is now directed, or have read them with so full a belief that Mr. Howe was well aware of the limits within which Her Majesty's Government proposed that the assistance of Parliament should be confined, as to have attached to them a different meaning from that which they were intended to bear, by supposing that Mr. Howe meant to say that both lines were to be executed, but only one with the assistance of Parliament.

Adverting in the next place to the other statement I have undoubtedly always understood that it was unlikely that the people and legislature of New Brunswick would be disposed to enter into the plan of the Quebec and Halifax Railway, unless the Portland line could also be constructed. At the same time I believe that I had made it fully understood, in the repeated conversations which I had with Mr. Howe, and in interviews with other persons interested in the New Brunswick railways, that the view which Her Majesty's Government took of the subject was, that looking to the very great number of important public works projected, in almost every British Colony, and to the extent of the demand for the assistance of this country in completing them, that assistance could not be given, without inconvenience and risk, unless it were strictly limited to objects calculated to promote some important interests of the empire at large, and not merely of some individual colony. The projected line from Halifax to Quebec answered this description, because its construction tended to draw closer the bonds uniting the North American Provinces with each other, and with the mother country; but the various other railways that were projected, though no doubt calculated to be very useful to the several provinces, would not have had any such important bearing upon the interests of the empire at large; and it appeared to me, therefore, that they ought to be executed by the Colonies interested, or by private enterprise when practicable, but without any responsibility being incurred by the mother country for the expenditure.

The despatches addressed to the respective governors of the colonies, and the letter of Mr. Hawes, will be found to be in strict conformity with this view of the subject; but the principle is laid down so clearly in the following extract from Mr. Hawes' letter, that it will be unnecessary to cite any other passage in support of what I have stated:

In the first place, as her Majesty's Government are of opinion that they would not be justified in asking parliament to allow

that the credit of this country to be pledged for any object not of great importance to the British empire as a whole, (and they do not consider that the projected Railway would answer this description, unless it should establish a line of communication between the three British Provinces,) it must be distinctly understood that the work is not to be commenced, nor is any part of the loan for the interest on which the British treasury is to be responsible to be raised, until arrangements are made with the provinces of New Brunswick and Canada, by which the construction of a line of railway passing wholly through British territories, from Halifax to Quebec or Montreal shall be provided for to the satisfaction of Her Majesty's Government."

BY TELEGRAPH

TO THE MIRAMICHI NEWS ROOM.

St. John, Monday Evening, Feb. 2.

The business done in the Assembly today was small. The Bill to define offences was committed, and progress reported. The Road Committee are expected to bring in their Report to-morrow. On Saturday the Memorandum in Council concerning the abolition of Judges' fees was brought in. Mr. Johnston (St. John) asked for Earl Grey's Despatch in reply. The Attorney General said he would answer to-morrow. The Canadian Railway proposition is not approved of either in Fredericton or here.

A destructive fire broke out in New York last Thursday morning. Buildings in Nassau and Liberty streets were destroyed, chiefly stores filled with silks and other fine goods. The loss will be some millions of dollars. The Post Office was in danger, but was saved with great exertion.

The Steamer Humboldt put into Halifax yesterday, with her rudder damaged. She brings dates to the 14th January.

Parliament was to be opened on the 3rd February. France still excited.

Other news not important.

Deaths.

At the Little Branch of Black River, on the 1st instant, Mr GREGORY ANDERSON, son of Mr John Anderson, aged 21 years and 1 month.

NOTICE.

We, the undersigned, will receive Tenders until WEDNESDAY, the 11th of February, at noon, at which time they will be opened at the house of Mr Alexander Jessiman, Douglastown, for Supplying the Poor of the Middle and Lower Districts of Newcastle Parish, for the term of One Year, beginning on the 14th February, 1852, with the following Articles, viz:

Superfine Flour per stone, Oatmeal per do., Corn Meal per do., Codfish per do., Molasses per gallon, Tea per lb.

The Contractor will have to furnish the Overseers with Cash, to the amount of fifteen Pounds Currency, if required. Every article will have to be of good quality and subject to the approval of the Overseers, and to be delivered at Douglastown at such times and in such quantities as they may require.

Payments to be made in Cash when put into our hands for that purpose.

JAMES RUSSELL, Sen.,

ALEXANDER JESSIMAN,

Overseers of Poor for Newcastle.

Newcastle, February 2, 1852.

P. S.—The Overseers have under their charge several Male and Female Children which they are desirous of apprenticing.

Notice.

CROWN LAND OFFICE, Jan. 27, 1852.

The right of Licence to cut and carry away Timber and Lumber from Berths applied for by the following persons, in the undermentioned situations, will be offered for sale by Public Auction, at this Office, on Wednesday, the 11th day of February next, agreeably to the regulations.—Sale to commence at 11 o'clock in the forenoon.

(Not to interfere with any lots of lands located, or which may have been applied for with one year previous to the date of entry of the respective applications.)

NOTE.—No bid received under three pence per square mile advance, and the purchase money to be paid at the instant of sale, or the Berth to be again offered forthwith, excluding any further bids from the defaulter.

Name.	Sq. Miles.	Situation.
R. Hutchison,	2	Trout Brook, Tabasintae.
William Loch,	2	Little S. W. Miramichi.
Alex. Fraser,	2	Bay des Vent River.

R. D. WILMOT, Sur. Gen.

Valuable Farm for Sale.

The Subscriber offers for sale that VALUABLE FARM, at present occupied by him, situate on the South side of the Main River, ten miles from the town of Richibucto, and seven miles from the Shipyard. It contains 100 Acres, 50 of which are under the plough, and well fenced. There are several good Out-houses on the Premises. There is also a healthy young ORCHARD attached.

Any person desirous of purchasing, can have the Stock and any quantity of Seed on the most reasonable terms.

THOMAS GRAHAM.

Main River, Richibucto, January 20, 1852.