

Tuesdays, Thursdays and Saturdays, and meeting midway, say Sackville, N. B.

"The last move has been absolutely retrograde, and we have it on reliable authority that it has increased the public expense by £700 a year! One would suppose that such an increase of expense should proportionably increase the public accommodation. It is far otherwise. We doubt not that the eastern section of the Province, from Truro to Cape Breton, are benefitted, but it is hardly fair that our relations with New Brunswick and the Canadas should be sacrificed even for that."

After copying the above the Pictou Chronicle remarks:

"This is nothing more than we expected. The present scheme is in substance that proposed by Mr Hyde last winter. We then opposed it as effectually as we could do, knowing that it could produce nothing but dissatisfaction; and were accused of offering a factions opposition to a useful public improvement. It would have been better had our contemporaries then joined us in that opposition, than wait till the evil had been perpetrated and fastened upon us for five years, and then complain. The Recorder is mistaken in supposing that the arrangement suits the eastern part of the Province. So far as this county is concerned, with the exception of the Sunday Mail being abolished, we have not as satisfactory a communication with the capital of New Brunswick as formerly. Saint John papers which we formerly received on Monday, now do not come to hand before Thursday, and Tuesday's and Thursday's papers are only a week old on their arrival here. We have the name of four mails a week between Halifax and Pictou, but yet a correspondent writing a letter in Halifax on Wednesday, cannot receive an answer from Pictou before Monday morning following; whereas by the old arrangement his answer would be in his hand by mid-day Friday, a difference of nearly three days in favor of the old plan. At New Glasgow and the Albion Mines, again, from whence the business correspondence with Halifax and Britain must be of more consequence than that of Pictou, they are in a much worse plight than the Pictonians are, as they have only two mails in the week. We indorse most heartily the opinions of the Recorder in calling this a retrograde movement. The only person who reaps a benefit from it is Mr Hyde, the contractor, who is permitted to carry the mails in his passenger coaches. We would enlarge on this matter, but so much has been said and written ineffectually, and so much wire pulling, mystification, and misrepresentation exhibited in the management of the negotiations that have brought things to their present issue, that the subject has become perfectly disgusting. We have just consulted Walker for the meaning of the word *kumbug*, and find that the lexicographer has not recognised it as English; but when a new editor appears we would certainly recommend that it be inserted, and for its explanation, to be followed by—*The Nova Scotia Post Office*."

QUEBEC TELEGRAPH BY WAY OF WOODSTOCK.

We clip the following piece of Legislative news from the New Brunswick.

"A Special Committee of the House has reported in favor of a grant of £500 to the Telegraph Company between Woodstock and Quebec, toward paying off the debt due on that line of telegraph communication, in consequence of there not being sufficient business to pay its working expenses. Whether the house will sustain this report, and grant the sum recommended, remains to be seen. It is admitted that this line of telegraph to Quebec by the Valley of the Saint John, has not paid, and is not likely to pay its working expenses; while it is stated that the North Shore line, now in operation to Chatham, although only recently established, has not only paid its expenses, but bids fair to yield a profit."

Our readers will recollect—for it is not a very long time since—that the Quebec Company asked leave of the Assembly of this Province, for the right of way through this section of the Province for the erection of a line of Telegraph to connect that city with Halifax. This was refused them, a piece of selfish, narrow-minded and unjust legislation, never perpetrated, or heard of in any other Province. The Company were offered (if our memory serves us correctly) 300l. out of our Province chest, if they would change the route and take it by Woodstock. This they at the time declined, as it would not defray the extra expense which they would be put in building the line, and also deprive them of the traffic they expected from the towns in the Counties of Restigouche, Gloucester, Northumberland, Kent, and Westmorland. The scheme for a while was abandoned. The Quebec people, however, having proved from experience, that they could not trust to the lines in the United States for the transmission of their despatches and other communications, came to the conclusion to build their line in the direction pointed out by the collective wisdom of this Province; and we now see the natural result.

In the mean time the inhabitants of Northumberland and Kent have built their line to the Bend, which we believe is paying its working expenses even at this dull season of the year. Thus it appears, that the Quebec

Company through the selfish feelings of our Legislators, have been forced to adopt a line running through a wilderness, and a Committee of the Assembly have recommended that as it does not pay (a very natural consequence which the Company might have foreseen) this Province is called upon to make up the deficiency, by paying over to them the large sum of 500l.

We would advise the Company to abandon the line at once, and put it through the Meris and on through the Counties of Restigouche and Gloucester, and connect it with the Miramichi line, the route recommended in the first instance by their Agent Mr. Gisborne. We have no doubt parties in both the Counties named above, would be induced to take stock. Better for the Company to abandon the route at once than to adhere to a line which cannot be made to pay for very many years, simply because it passes through a wilderness, and one—if we are to believe the reports of disinterested men who have travelled through that district of country—never can or will be settled.

ST. JOHN MODESTY.

The last number of the St. John Courier concludes a long article on the subject of the Railway, with the following postscript. The modesty of the claims set up for that city is perfectly characteristic:

"We are informed that the Canadian Delegates and our Government have concluded that the Railway by the Valley of the Saint John, with the main terminus at Saint John, as the Canadian outpost on the Atlantic, is the only Railway scheme that can be entertained by Canada and New Brunswick. We presume, however, that unless Canada builds to Woodstock, and Nova Scotia to the Bend, the whole scheme must fall to the ground—and so will end the great Howe bubble."

STEAM COMMUNICATION.

A short time since, the St. John New Brunswick stated that Major Norton, the American Consul at Pictou, proposed putting a powerful Steamer on the route between Quebec, Miramichi, Shediac, and Pictou, the ensuing season. Since then a petition to our Legislature, praying for a Provincial grant in favor of this project, has been put in circulation here, and received the signatures of every person to whom it was presented.

The Pictou Chronicle says that Major Norton in a Lecture which he recently delivered in that town, admitted that this was his intention, provided he obtained sufficient encouragement from the Legislatures of Canada, New Brunswick and Nova Scotia. That such a boat is much required on the route, and that she will be a great accommodation to the commercial and travelling public there cannot be a question raised. We shall soon see what our Legislature feels disposed to do to confer on us so large a benefit.

EARL GREY'S RAILWAY DESPATCH MR. HOWE'S REPLY.

Among the articles in another page will be found two able letters from the Hon. Joseph Howe to Sir John Harvey, in answer to Earl Grey's recent Despatch in reference to the Railway. Those letters, like every thing from Mr. H's pen, are able and straight-forward, and we think the Colonial Secretary will find it difficult to extricate himself from the uncomfortable and extraordinary position in which he is placed by this correspondence.

DOINGS OF THE LEGISLATURE.

The following Communication which we obtained from a Correspondent at Fredericton by the mail on Saturday, will furnish our readers with a comprehensive summary of the proceedings of our House of Assembly.

FREDERICTON, January 29, 1852.

Dear Pierce,—The House is progressing with the routine business, and some of the Committees have already reported, the others meeting daily. A stranger looking on from the gallery, would suppose there was nothing doing, but did he visit the committee rooms, he would find all in motion. The Despatches sent down by the Government, and those received by Address from the House, are fast accumulating, and will furnish ammunition for two or three field days. The refusal to assent to the Bill to abolish the Judges' fees, and the letters of three of the Judges—Carter, Street, and Wilmot—to Earl Grey, are novelties in legislation under Responsible Government, but simply repetitions in this Colony. Wilmot states that the Bill would diminish his salary, and that he cannot consent to it; the Chief Justice is argumentative, but that of Judge Street is one of the most reckless and indiscreet papers ever written. He asserts that he had a good practice, and would not have accepted a Judgeship had he thought his income could be thus interfered with; that the Assembly had passed the Bill simply to gain popular applause, and regardless of the principles of integrity or private rights; that one member of the Government (Partelow) in the lower house, and three in the upper, voted for the Bill; while another in the lower house (meaning, of course, his brother), actuated by those high-minded principles of

integrity which had ever guided his actions boldly opposed its passage. All this must, sound very fine, but would come with better grace from some other than a Judge of the land, who at once abuses the Government, and both branches of the Legislature. In short, while we had been long exclaiming against the Colonial Secretary, as the fourth branch of our Legislature, we now discover that he is the fifth, and that the Judges are the fourth and most potent branch on this side of the Atlantic. There will be some warm work in the House when these letters are taken up.

You will remember one of the Resolutions passed by a large majority at the close of the last Session, that full copies of Despatches should be given to the Assembly. For this the three new members of the Government, Wilmot, Gray and Hayward, voted, but Earl Grey's despatch negatives this Resolution, and extracts of despatches are yet sent down. I know not how these gentlemen will get out of the dilemma.

Several Bills have passed the House; among them one to provide that Poor and County Rates, and Statute Labor, if sued for, shall be so sued before a Justice residing in the parish, or the nearest Justice. A very long Bill to consolidate the laws for the collection and protection of the Revenue, has been committed several times, and progress reported. It contains about 100 sections, and the question of Deputy Treasurers' salaries will again come up, as the amount is left blank in the Bill. I know not what may be the fate of these, or whether what was done last winter may not be repealed.

The School Bill has not been committed; it is not the Bill circulated, though very similar; it is No. 3, and I fear will be no improvement on the present law—no more in substance, but more machinery and expense. The salaries of Teachers are not increased, and until men are properly paid, it is useless to expect much improvement.

The Railroad is not progressing. Mr Chandler left last week for Halifax, with the Hon. Messrs. Hincks, Young and Tache, of Canada. What the joint wisdom of the three Provinces may determine upon, I know not. A despatch by telegraph affirms that Mr Archibald has offered to build the European, and also the Halifax and Quebec line, thro' New Brunswick—that Brassy, Peto, Betts & Co., are ready with the money, and that the British Government will approve of the offer. A letter from St. John to-day alleges that Earl Grey has distinctly stated in a Despatch to Nova Scotia, that the Eastern line must not be departed from without the sanction of Her Majesty's Government and British Commissioners. What is to be the result of this coquetting, nobody can tell, but our Government must persevere and press Bills without regard to any line, if they are serious. The St. John Press pretends to say that the Government and Assembly are at sixes and sevens, and know not what to do—that the Northern members are dejected, &c., &c.; but the truth is, that the people of St. John are more agitated and less pleased than the Northern members; the latter know that if any line goes to Quebec by British Government aid, it will not be by the Valley of the Saint John; and the former are equally convinced that by no claim of equity, nor by any argument, could they convince impartial men that a line over the mountains for 332 miles, thro' New Brunswick, from the Bend, was shorter or cheaper than one through the most level country for 203 miles; nor can they prove to themselves that one for 40 miles along the American frontier, is less liable to hostile interruption, than that through the Eastern counties. The main argument now is, that we shall never quarrel with the Americans; that war will never occur again; but that Great Britain and the United States will enter into a peace compact, and keep all the rest of the world quiet. What a deal they must know about human nature, if they either believe this themselves, or hope to convince others that 'tis true.

Our Revenue this year is upwards of £117,000, and we shall have a good sum to expend on Roads and Schools.

It is probable that Vote by Ballot will pass this House with the franchise of either rate payers on real property, or on real and personal property, with the assessment list as the registry. The measure may not go the whole figure, as the Liberals will have to measure their strength and take what they can get.

Another week and the House will be in the midst of the important business, and will, 'tis probable, rise about the beginning of March.

FIDES.

A letter which was received from a gentleman in Fredericton by yesterday's mail, says—"It is reported that a Despatch has been received by the Nova Scotia Government, that Mr. Archibald will build both the lines, and that Government will take the offer."

The New Brunswicker in speaking of the recent Railway news from Britain, remarks:

"The determination of the Imperial Government to provide the necessary funds for the Great Trunk line, appears to have animated various parties in England, and incited them to vigorous action. We are now told that Messrs. Peto, Jackson, Betts, and Brassy, are quite ready to undertake Colonial Railways; and we observe in the London Gazette, no less than three notices of applications to Parliament for Charters in connection with Railways in British North America.—One set of speculators asks to be incorporated as the Canadian Land and Railway Association—another, as the Canada, New Brun-

wick and Nova Scotia Railway Company—and the third, as the Halifax and Quebec Railway Company."

BY TELEGRAPH

TO THE MIRAMICHI READING ROOM.

St. John, Saturday, January 31.

In the Assembly to-day the only business done was the passing of Bills incorporating several Agricultural Societies. Mr. Botsford introduced a Bill to secure the Independence of the Courts of law. Most of the members engaged in committees. The House was adjourned early.

No news of the Steamer at New York.

The following is the proposal made by the Delegates from Canada to the Nova Scotia Government. The final proposition of the Delegates is this—that a line should be constructed on the joint account of the three Provinces, as suggested at Toronto. That Nova Scotia shall be called upon to take an interest of only one fourth, while New Brunswick shall be required to take five twelfths, and Canada one third—that is of the cost of the road reaching from Halifax to Quebec: the right of making the completion of the route from that city to Detroit river falling exclusively upon Canada. This proposition was referred to a Committee of 10, who rejected it by a vote of 9 to 1.

Crown Land Notices.

CROWN LAND OFFICE, Dec. 17, 1851.

A TRACT of 279 Acres in the Buctouche Indian Reserve will be offered for sale at Richibucto, by the Indian Commissioners, at Public Auction, at noon of the 25th day of February next.—Upset price three shillings per Acre, agreeably to the Regulations.

The Tract is bounded on the South and East by the Land recently sold to William Chandler, North by the rear line of the Reserve, and West by the northerly prolongation of the grant to Noel John.

R. D. WILMOT, Sur. Gen.

CROWN LAND OFFICE, Jan. 6, 1852.

The attention of the Deputy Land Surveyors throughout the Province, is hereby called to the necessity, in future, of preserving more uniformity in their Surveys of Crown Land. All lots must be rectangular, and extending not less than fifty chains from front to rear. The direction of the side lines must conform to the nearest general Survey, unless there be special reasons to the contrary, of which a full report is to be made to this Office, in the first place, for approval.

No Survey of detached irregular sized Lots will be hereafter recognised; and no Survey is in any case to be made before the issue of the Warrant.

Petitions for the purchase of Land must describe the exact situation wanted, as correctly as possible; and if in a tract which has been heretofore partly surveyed and numbered, the particular Lot must be mentioned. When the description is defective in these respects, the Petitions will be set aside.

R. D. WILMOT, Sur. Gen.

CLEARING OUT SALE, At a Great Reduction of Prices.

The Subscriber having determined on closing his business in Newcastle, and wishing to effect the same with all possible dispatch, has commenced selling off, at such unusually low prices as cannot fail to ensure a speedy sale,

HIS PRESENT STOCK,

Consisting in part of—

Grey and white col- and selette caps, red, tons, striped shirts, white and blue cotton linen, bed-tick, mole-warps, salmon and her-skin, drill, Flannels, ring twines, 6 boxes blue, red and white, 3x10 glass, cut and broadcloths, doeskins, wrought nails assort-cassimeres, buckskins, ed, 9 boxes mixed con-bourghs, cashmeres, sections, 60 bbls. su-orleans, printed cali-perfine Four, 50 do. coes, shawls, handker-Corn Meal, 30 do. Rye chiefs, gloves, stock-Flour, 60 do. Canso ings, ribbons, muslin, Herring, 6 puncheons and laces. Porto Rico Molasses, Mens' ready made 40 sides Neats Leav-ests, mens' plush, further.

A general stock of GROCERIES, and a variety of SMALL WARES.

It being the Subscriber's intention to have all business matters brought to a close early in spring, he will continue to sell, at the lowest possible prices, for Cash, wholesale or retail, until the 1st of March next, and anything remaining on hand at that time, will be disposed off at Public Auction.

Wholesale purchasers would do well to call and examine his Stock, and should they be able to make a selection, he will make the prices to please them.

He has also in the Warehouse, in Chatham, 70 Half-chests Tea, 12 3-4 Boxes Tobacco, 50 sides New York Sole Leather, which will be sold by Mr JOHN BRYSON, of the said place.

JOHN BEGNAL.

Newcastle, July 24, 1852.

Persons desirous of having their Children Vaccinated, will please call upon Dr THOMSON, at his residence in Chatham on Mondays. And on Thursdays at his Surgery in Newcastle, from 10, A. M., to 4, P. M.