

Mr Wilkins.—In the concluding part of Earl Grey's Despatch to Sir John Harvey, of November 27, in which he intimates that a mistake had been made, he also intimates that Her Majesty's Government will not finally decide on any proposition till the united action of the whole three Provinces is known. It is not impossible that united action in conformity with our Bills would be approved of after all.

Mr Whitman said that Mr Hawes's letter made no mention of provision being made for the European and North American Line, and he foresaw there would be difficulty when the Sinking Fund was not provided for. He enquired whether any modification had been made on these points?

Honorable Provincial Secretary.—No mention is made of the Sinking Fund in any despatch since the house closed.

Honorable Mr Johnston, I wish to ask what time the Despatch of Earl Grey to Sir Edmund Head, of 28th of August, wherein he intimates that the New Brunswick Memorandum required more than he was willing to give, was required by the Government of Nova Scotia? It reached New Brunswick long before our extra Session.

Honorable Provincial Secretary.—We never saw it till long after the close of the extra Session. It came very lately. The memorandum which that despatch refers to contains a distinct proviso, that no proposals should be made for the Quebec Line that did not as fully embrace the European and North American.

Honorable Financial Secretary.—It came to us first from New Brunswick in Sir Edmund Head's Despatch of the 30th December.

Honorable J. W. Johnston.—The whole controversy turns on the route through New Brunswick. The house will not be surprised at the question I am about to ask, when they recollect the resolutions I laid on the table last session. I would ask how long it is since the Government of Nova Scotia have been apprised that Canada would not consent to any other line than that by the valley of the St. John?

Honorable Provincial Secretary.—Not till two days ago, Earl Grey, through Mr Hawes, says that Her Majesty's Government will not insist upon Major Robinson's line, but no other is to be adopted without the distinct approval of the Home Government. At the Convention in Toronto, where the subject was freely talked over, it was understood that if a shorter, better, and safer line could be found than Major Robinson's, we should be at liberty to adopt it. Shortly after I left Canada a discussion arose, in which Mr. Keefer and Mr. Merritt took part on the best route; in fact that point of the subject has occupied much more attention in both of the Upper Provinces than in Nova Scotia; but we did not know until the the Delegates arrived, that they had determined on one line, via St. John.

Hon. Mr Johnston.—May I ask if the Government have an official copy of Mr Keefer's survey? In fact, any such information would be useful to the house.

Hon. Provincial Secretary.—I do not know whether Mr. Keefer made a survey. I think his ideas were embodied in a letter to Mr Merritt. I will see if I have it. The whole subject was explained in three letters written by Mr Merritt, and which were in our hands during the extra Session. I will have the large map again fitted up for the inspection of the house, with the new route, now proposed, marked on it.

Hon. Mr Johnston.—We were not altogether without information from Canada. One hon. gentleman, high in authority, had expressed a very strong opinion that the central line would be adopted.

Mr Fraser.—I doubt much whether a survey was ever made of the central or southern line. I think there would be a great many physical difficulties to overcome before that route could be made available.

Hon. Attorney General.—there has been no regular survey. The opinions expressed were formed from an inspection of the country.

Hon. J. W. Johnston.—Major Robinson condemns the route by the St. John and pronounces it impracticable; but I believe Mr. Keefer explains away his objections.

Hon. Provincial Secretary.—Mr Wilkinson attacked that feature of Major Robinson's Report with much severity, in a very able criticism—so much so, that on reading it, I thought he had overthrown him. But Major Robinson answered, and showed that he was in possession of more information than Mr Wilkinson had any idea of. However, when we look at the line in any way, we cannot help seeing that the surrender of the Aroostook territory to the Americans, has probably fatally deprived us of our natural Railway track into Canada. It is a sore point.

Mr Wilkins.—After your scheme had been digested at Toronto, was it committed to writing, signed by the Delegates, and sent to Earl Grey?

Hon. Provincial Secretary.—At that convention, Canada and Nova Scotia offered terms to New Brunswick, founded on several propositions, the acceptance of any one of which by her would bind the other two Provinces. The terms ultimately agreed upon, on my return through New Brunswick, were embodied in my report dated at Amherst, in June. This distinctly stipulate for the European and North American line.

Mr Wilkins.—And was that sent to Earl Grey?

Hon Provincial Secretary.—Yes. The despatches and papers were referred to a Committee of Messrs. Howe, Johnston, Killam, Wilkins, Fraser, Wier, Fulton, Stewart Campbell, and Hugh Munro.

The first meeting of the Railway Committee was fixed for 10 o'clock on Saturday.

After appointing the ordinary Committee on Reporting, the House adjourned till two o'clock, Saturday.

LEGISLATIVE.

The House met on Saturday at 3 o'clock. Hon. Provincial Secretary reported the following Resolution from the committee on the Railroad:

The Committee appointed to take into consideration the proposition made by the Delegates from Canada for the construction of an Inter-colonial Railway, beg leave to report that they are not prepared to recommend to the House to accept that proposition.

Joseph Howe, J. W. Johnston, J. D. Fraser, Thomas Killam, M. J. Wilkins, Hugh Munro, Stewart Campbell, Stephen Fulton.

Hon. Mr Johnston introduced a bill to extend the Elective principle to the Legislative Council.

SUNDAY'S MAIL.

NOVASCOTIA.

The Legislature of this Province still continues to be engaged with Railway matters. The papers contain copies of the correspondence which has recently taken place between the three Provinces on the subject. The first is a memorandum signed by the Canadian Delegates and Mr. Chandler, urging on Novascotia the adoption of the route by the Valley of the Saint John, Novascotia building 88 miles into this Province, as provided by the Act passed at the late extra session. This was promptly rejected by the Government of that Province. The Canadian Delegates then made another proposition, that Canada build one third, Novascotia one fourth, and New Brunswick five-twelfths. This was submitted to a Committee of the Assembly, which was rejected. Mr. Chandler having subsequently informed the Novascotian Government that New Brunswick had agreed to accept the last proposition of the Canadian Delegates, the subject was again brought before the House on Tuesday last, when the following debate occurred. All these documents we will publish in our next.

The Canadian Delegates did not leave in the steamer Humboldt, as it was reported. They waited the arrival of the Europa. A public meeting of the inhabitants of Halifax was called at the Temperance Hall, on the afternoon of Wednesday last, to take the subject of the Railway into consideration, and the attendance of Messrs. Hincks, Young, Taché, and Chandler, was requested.

Hon. Provincial Secretary, before laying on the table certain additional correspondence from the Delegates, would premise that the Report of the Committee presented on Saturday, had been misunderstood. It was thought by many that it rejected the Canada proposition, whereas it only stated that the house was not prepared to accept of it at present. It was obvious that the gentlemen who had come here from the other Provinces could not be called to the Bar of the house to give their explanations. It was equally clear that these gentlemen could have no free communication with the whole house as a body. Therefore when I moved for a committee, it was with a desire to give them an opportunity of having a free conference between the Delegates and its members. The object of the Committee was attained; and it would be seen by this correspondence, that they had acted wisely in saying that we were not prepared to assent to that proposition; because several points on which we had no previous information, have been cleared up by these letters.

Mr Marshall asked whether the Bills passed by the house last Session, had been sent to Earl Grey, and whether there was any despatch referring to them?

Hon. Provincial Secretary replied that the Bills had been sent after they had passed; but no despatch had been received about them.

The Correspondence consisted of letters from Mr Hincks to Mr Chandler, enquiring whether New Brunswick would assent to the late offer of the Canada delegates.

Mr Chandler to Mr Hincks, enquiring whether the Canadian Government would consent that a company should make the railways.

Mr Hincks to Mr Chandler, in the negative.

Mr Chandler to Mr Hincks, saying that New Brunswick would agree to the Canadian proposition.

Mr Hincks to Mr Howe, pressing for the Legislature of Nova Scotia to assent to the proposition that Canada and New Brunswick had agreed to.

Hon. Provincial Secretary moved that the House go into committee on these papers.

Mr Holmes inquired if the Government were prepared to say that the Home Government would assent to the Line by the Valley of the St. John.

Hon. Attorney General.—The whole arrangement must finally depend on the assent of the Imperial Government, but if we do not go united there is no hope of success.

Mr Holmes.—The three Colonies had agreed to the Toronto proposition. They may agree now again, and their proposition be just as likely to be rejected at home.

The house went into committee.

Mr Wier read an extract from a speech of Sir James Alexander, to show that at the time the route for a railway was surveyed by Major Robinson, it was with a view, entertained by the British Government, of keeping as far from the frontier as possible, on account of the threatening appearance of the Oregon question. That cause had passed away, and Major Robinson's Line need no longer be a bugbear against a southern route.

Hon. Mr Johnston.—We, who sat in minority last session are very glad of the new light breaking on us. Our predictions that the House was going too far are now being confirmed.

Hon. P. Secretary presumed that the duty of opening the debate fell naturally on him. If the Executive Government had had time to mature their views on this correspondence, or if the House had imposed on it the duty of replying to it, he would have come down prepared with a definite proposal. But as the subject had not been treated as one of party, he considered that the most proper course to deal with it was to lay the whole correspondence on the table, and discuss it among all the members of the House in free conference. Rather than Canada and New Brunswick should not have money at 3 1/2 per cent to open up their internal improvements, I would make great sacrifices; and although I am not sure that holes may not be picked in this as in the Portland route, in order to test the question I will move that the proposition of the Canada Delegates be accepted.

NEW BRUNSWICK.

We congratulate the people of this County on their acceptance of the Act of Incorporation, on Thursday last. They have given the lie to the insinuations that they had not sufficient confidence in themselves to undertake the management of their local affairs, and every one who was present at the meeting on that day must feel satisfied that honest, intelligent men are not wanting to carry out the views and wishes of the people in this particular.

The meeting was very large, but owing to the continued crowd around the polling booth, many were obliged to return home without voting. The numbers at the close stood as follows:

Table with 3 columns: Location, For the acceptance of the Charter, Against it. Locations include Woodstock, Wakefield, Simonds, Wicklow, Kent, Brighton, Northampton.

—Carleton's Sentinel.

UNITED STATES.

The Forrest Divorce Case.—This case, with which the New York press has teemed for months, was finally brought to a close on Monday last, after occupying the Court for thirty days.

The jury find that Mr. Forrest is guilty of adultery; that he was a resident of New York and not of Pennsylvania; that Mrs. Forrest is entirely innocent; that the amount of alimony allowed Mrs. Forrest be \$3000 a year.

The Council on both sides were present, as were also Mr. and Mrs. Forrest. There was much excitement among the spectators, but the verdict is generally considered a righteous one.

Snow in Maine.—Major Norcross informs the Bangor Democrat, that there are four feet of snow on a level at Moose Head Lake, and that the snow between Bangor and that point is piled up in the road fifteen feet deep in some places, and for miles it lays even with the tops of the fence posts.

CANADA.

Canadian Revenue.—The receipts of tolls on the public works of Canada during the past season amount to about \$400,000, showing an increase of \$35,000 over the season of 1850. The receipts from Customs amount to \$2,750,000, showing an aggregate increase of receipts from the public works and from customs of near \$500,000 over the year 1850.

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 who they are desirous of apprenticing.

Contract for Firewood & a Chain.

Sealed Tenders will be received at the Sheriff's Office, in Newcastle, until WEDNESDAY, the 25th day of February, at 12 o'clock, noon, for supplying

- 15 Cords of Hardwood, 10 Cords of Softwood, 1 Well Bucket, to contain 4 to 5 gallons, 7 fathoms of Iron Chain, 5-16ths inch.

For the use of the Court House and Gaol. The Wood to be green, and to consist of Rock Maple, Beach, black or yellow Birch, Juniper and Black Spruce, and cut in eight feet lengths, and delivered at the Gaol, corded as the law directs—5 cords in February, and the remainder in all the month of March. No tender noticed for any quantity less than five cords. Payment made in Cash, on delivery.

JOHN FRASER, HENRY B. ALLISON, THOS. C. ALLAN, WILLIAM A. BLACK.

Newcastle, February 6, 1852.

Chancery Sale.

To be Sold on MONDAY, the twenty eighth day of JUNE next, at 11 o'clock in the forenoon, at my Office, in the City of Fredericton, pursuant to a decree of the Court of Chancery, made in a cause of WILLIAM SHARMAN SMITH, Plaintiff, and HECTOR McLEAN, Defendant, with the approbation of me, the undersigned, one of the Masters of the said Court,

All that Leasehold Premises

Known as Lot number thirty, in the town plat of Campbellton, in the County of Restigouche, and abutted and bounded as follows, viz: on the eastward by Ramsey street, and fronting and extending along the same one hundred feet; on the southward by lot thirty one, leased to Peter Smith, and extending along the full depth of the same one hundred and sixty five feet; on the westward by lot number forty, and extending along the full breadth of the same one hundred feet; and on the northward by lot number thirty nine, leased to D. R. Carter, and extending all the same the full depth of one hundred and sixty five feet, and including the Buildings thereon. The term is 999 years, subject to a ground rent of £8 per year. The premises are now in the occupation of the Defendant.

Dated at Fredericton, the fifth day of February, 1852.

CHARLES FISHER, Master in Chancery.

Notice

CROWN LAND OFFICE, Feb. 3, 1852.

The undermentioned Lots of Crown Lands will be offered for sale by Public Auction, on TUESDAY, the second day of March next, at noon, by the respective Deputies, at their Offices, agreeably to the Regulations of 11th May, 1843, and no sale on credit will be made to any person who is indebted to the Crown for previous purchases.

Purchasers will not be allowed to interfere with the right to cut Timber or other Lumber on these Lots under application already made. No person is allowed to hold more than one hundred acres payable by instalments.

RESTIGOUCHE.

By Deputy Sadler, at Dalhousie.

28 acres, lot Z, block J, Durham, R. Doyle.

NORTHUMBERLAND.

By Deputy Peters, at Chatham.

100 acres, lot 22 east, block 29, Renous River, improved by William Casey and by William Hogan.

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.

Table with 3 columns: Name, Sq. Miles, Situation. Includes R. Hutchison, 3 Trout Brook, Tabusintac, 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.

Maine River, Richibucto, January 20, 1852.