

ber, after the proclamation calling the Legislature had been published, Earl Grey's Despatch, refusing assistance to the European and North American Line, reached Fredericton; although he (hon. Mr. C.) did not, in consequence of his being at Dorchester, hear of it for several days after. Every member of the Executive who heard him would bear witness, that the support intended to be given to the Trunk Line, was coupled with the condition of an equal support to the other—as the great interests of St. John could not be sacrificed—and thus the whole policy of the Government was in a moment overthrown. Sir John Harvey saw this in a moment; for without waiting to write here, he immediately communicated with Earl Grey, informing his Lordship of the fact, that nothing further could be done in the Colonies. (Here the Honorable Member read the Despatch of Sir John Harvey to Earl Grey on this subject.) It was impossible to mix up the question with the local feelings of either the North or the South. No Government could carry the Trunk Line irrespective of the Line by St. John; and if this would not satisfy their friends in the North, it could not be helped—the Government had done all in its power to do them justice. Matters stood thus at the time of meeting the Legislature; and it would easily be seen that the Government then had no policy again matured respecting the Railroad. The whole affair was broken up by the shock which it sustained; and His Excellency in his opening speech could do no more than allude to the Railroad in general terms. The next circumstance to be detailed was the receipt of a most important communication from Canada, announcing the intention of three distinguished members of that Government to set out for Fredericton, for the purpose of holding a conference with our Government. This was more than could be expected, at this inclement season of the year. These gentlemen however came; and their doing so created a good deal of surprise in Halifax, and even suspicions were excited that some influence had been brought to bear by Canada and New Brunswick with Earl Grey, against the route of the North Shore. It was even insinuated by some individuals that our Government had on this point entered into a conspiracy with Canada; but so soon as a meeting of the Committee of the Assembly was held, and the natural and only explanations of the case were given, every feeling of distrust was dispelled in a moment. They also had interviews and conferences with the Council of His Excellency Sir John Harvey, to whom the whole affair was perfectly familiar. When the Delegates pressed upon the Government of Nova Scotia the right of their taking the third of the Line, urging that, as it would stand connected with the commercial stations of the three Provinces, and would moreover intersect a noble tract of country in New Brunswick, it must be at once a paying line, and every way worthy of encouragement; but this Government declined. (Here the Honorable member read the official refusal of the Government of Nova Scotia, with the reasons for the conclusions at which they had arrived, and then continued.) As would be seen by his report, the Canadian Delegates had made a final proposal, which imposed upon their own country one third of the expense, on New Brunswick five twelfths, and on Nova Scotia three twelfths. To this he (hon. Mr. C.) after communicating with his Government, finally agreed to, for reasons stated in his report and memorandum. Meanwhile the Committee of the Assembly of Nova Scotia, to whom the final proposition of the Canadian delegates had been referred, without taking time for thorough deliberation, or giving a reason, reported against the acceptance of it; and consequently the whole negotiation was supposed to be at an end. On the following Monday he intended to return home, having hopelessly abandoned the project of the Railroad; but public opinion began to work in Halifax, and Messrs. Hall and Marshall, both influential members of the opposition, but yet more earnestly attached to their country than to party, arrived in Halifax, and by their influence tended much to change the unfavorable view hitherto entertained by many on the subject. They saw their hopes of making Halifax the greatest city on the continent of British North America destroyed. They saw the advantages which must arise to St. John and St. Andrews from the adoption of the proposition; but they and many others most generously threw all sectional and local feelings to the winds, and determined to support it.

With regard to route, all would agree that no alternative was left but that by the Valley of the St. John. Nova Scotia had reluctantly abandoned the idea of the Northern route; Canada would never consent to it; and if the Railroad were made the whole way to Restigouche to-morrow, Canada would not for a moment entertain the thought of making four hundred miles to meet it. The route adopted would also be allowed even by the friends of the North, to be a better paying line than that which they wished for, as it would intersect the principal city of the Province, and to connect various important stations on its way to Canada. This route would, from its coming from Halifax to the Bend, and thence to St. John, and being continued still westward from St. John, from nearly the whole portion of the European and North American line which would have run within this Province, and thus by connecting the east and west, it placed itself beyond the reach of successful opposition. It involved the great line which nature had marked out for the great pathway of nations; and it still further embraces a

track, which from its peculiar direction, and the physical geography of the country, can never be made subject to competition. The route to Canada might be supplanted by another, but this could not. It was also important to these Provinces, inasmuch as it contemplated the carrying out of a great pacific, and not a military undertaking. But this route also, whatever may be said to the contrary, ran no less than one hundred miles into the very heart of the North. This could be observed by a single glance at the map of the Province. This being the case now, he would ask, how long would it be till it must, in the natural course of events, be extended to Bathurst? It would follow as a matter of course in four or five years. Let the £250,000 already granted by the Facility Bill for the European and North American Line, be given to a branch from the Bend or Shediac to the North, and then the whole country, north, east, south and west, would be surrounded by Railways. Let the North then assist in a scheme which is at the same time as unavoidable as it was useful, and risk the probability of securing a railroad to that valuable portion of the Province, within four or five years.

He would now say a few words on the subject of the taxation and ruin which had been so much spoken of as the consequences of a Railroad. This was an important part of the question, and deserved special consideration. New Brunswick would be called upon to construct 270 miles of the line, which at the rate of 5,000l. per mile would amount to 1,365,000l. It was the opinion of the Hon. Mr. Hincks, who was known to be as good a financier as was in the Provinces, that the money could, if advanced or guaranteed by the Imperial Government, now be got at the rate of 3 per cent. in England; but he (Hon. Mr. Chandler) had taken it at the higher rate of interest, say 3 1/2 per cent., which would leave 56,000l. to be paid annually, even if the roads only paid working expenses. This measure would of course give us our mails free, a service for which we now pay 2,000l. per annum; and in the event of our running a daily mail, could not be less than 3,000l. a year. We should also have the contract for the Imperial mails, a service for which England pays annually 35,000l. to the United States. Our share of that sum being 5 1/2ths, would be less than 14,000l. annually, which, added to the 3,000l. already named, would give us 17,000l., and this deducted from the annual interest, would leave only 39,000l. behind. Already the Province had agreed to give 20,000l. to one Railroad, the North; and 18,000l. for the interest stock for another. To this might be added, 6,000l. guaranteed to the St. Andrews Line, and the interest of 60,000l. stock taken in the same line, amounting to 4,000l. annually.

The Hon. Gentleman further remarked, that talking some time ago to a gentleman from the United States, who was intimately acquainted with the northern coast, he was startled with his assertion—made in answer to a complaint which himself (Hon. Mr. C.) had made, on the scarcity of great Towns or Cities. The individual explained it thus;—"You have," said he, "a fleet of 600 vessels from the United States, annually, on your fishing stations along the Gulf shore, and in a few years their number will double. These, if you had a railway, would never think of returning home, around the coast of Nova Scotia, in the winter as they now do. They would stop and dry their fish on the shore in summer, and then forward it home by the Railway; lay up their vessels in winter, and return fall and spring by Railway with all supplies." "This," said he, "would soon give you a great City; and besides, you would have another in Prince Edward Island, originating from, and encouraged by the same cause; whereas all that trade now goes to Boston." This was the opinion of a stranger on passing through the country; and it was somewhat singular, that the subject, with reference to the great carrying trade of the Gulf Shore and Prince Edward Island, to and from the United States, had never been thoroughly appreciated or understood in St. John, with regard to direct taxation, it was not the intention of the Government to adopt it at all.

We for some months past had often heard that the next mail would bring information from Mr. Archibald; and when the mail came and did not bring it, then we were told that it would come in the next; but to this hour Mr. Archibald's proposal had never arrived, and now the question arose, were we to wait for these documents for ever? But the offer only required to be stated to show its absurdity:

£30,000 stg. per annum equal to	£37,000 cur.
4,000,000 acres of land, at 5s. per acre when the Railroad is built, will amount to £1,000,000, producing an interest at 6 per cent. of	60,000 per ann.
	£97,000

besides any charges which the company would please to exact for carrying the Mails; the ownership of the Roads; also expenses of land for Tracks, Stations, &c.

All persons having just claims against the Estate of JOHN MANDERSON, late of Chatham, Farmer, deceased, are requested to render the same, duly attested, within three months from the date hereof; and all persons indebted to the said Estate, are requested to make immediate payment to
 GEORGE KERR, Administrator.
 Chatham, December 19, 1851. 3m

SUNDAY'S MAIL.

NEW BRUNSWICK.

House of Assembly, Feb. 18.—Important Resolutions.—The Attorney General has laid on the table the two following Resolutions, which will be taken up next Wednesday:—

1st. Resolved, As the opinion of this Committee, that the connecting the Provinces of Nova Scotia, New Brunswick and Canada, by a Great Trunk Railway, is of vital importance to the future interests and prosperity of this Province, inasmuch as the accomplishment of such undertaking must tend not only greatly to increase its population, but advance its Commerce, Agriculture, Manufactures, and all other industrial pursuits.

2nd. Resolved, As the opinion of this Committee, that the proposition for constructing a Railway from Halifax to Quebec through this Province, in accordance with the plan, and in the propositions lately suggested by the delegates from the Canadian Government at Halifax, and agreed to by the Governments of Nova Scotia and New Brunswick, should be accepted by the Legislature of this Province, as being the only line on the joint account of the three Provinces now left for construction.

The Governor came down to the House to-day, and gave his assent to 27 Bills, among them the Appropriation Bill for ordinary services.

An amendment to the Liquor Bill was introduced by Mr. Fitzgerald, to the effect that no Liquor be allowed to be imported into the Province, but that the stock now on hand be allowed to be sold. Mr. Taylor recommended the amendment to the consideration of the House.

There was a great fever among the ladies in the gallery, when the Hon. Mr. Gray read the Blue Laws of Connecticut.

NOVASCOTIA.

The Legislature.—On Tuesday the debate on the Railway was brought to a termination. Some new speakers expressed their views on the measure, and the question was then taken on Hon. Mr. Johnston's amendment, as follows:—

Resolved.—In the opinion of this House that it is premature for this Legislature to adopt any decision on the proposal made by the Delegates from Canada and New Brunswick in the present condition of the Railroad negotiation, and until the Legislature of New Brunswick shall have indicated its policy on the subject, and particularly as regards the Portland line within the bounds of that Province, and the proposals understood to have been made to New Brunswick by Mr. Archibald and his associates. Lost.

The question was then taken on the first Resolution proposed by Mr. Fraser, which is as follows:

Resolved, that in view of the difficulties created by the interpretation given to Mr. Hawes's letter of the 10th March, by Earl Grey's despatches of the 27th of November, and 9th of January, and by which interpretation an abandonment of Major Robinson's route is rendered indispensable, the Executive Government be empowered to accept the proposition made by the delegates from Canada on this condition—that the interest which this Province shall have in the general enterprise contemplated shall be a perpetual interest, to the extent of the Funds contributed, which shall not exceed one fourth part of the whole cost thereof. Carried.

CANADA.

Arrangements are being made for a line of steamers between Pictou and Quebec, touching at Shediac and Miramichi, in the Province of New Brunswick, and at Gaspe Basin, in the district of Gaspé, in this Province. The first steamer on this route will be a large and powerful vessel from Philadelphia, sufficient for the accommodation of passengers and freight, and she will be placed upon the line early next spring. The United States Consul Major Norton, at Pictou, is superintending the arrangements; and will, it is understood, make application to the Colonial Legislatures for aid to this enterprise, which he originated, and to whom the interests subserved will be altogether indebted. Should such an application be preferred, it will, doubtless, meet with encouragement.—Quebec Gazette.

UNITED STATES.

Another Great Fire in Portland.—A fire broke out in Portland, Maine, on the night of the 11th instant, destroying the American House on Congress Street, and the stables connected, as also the stables of O. C. Frost, on Elm street, and several stores adjacent. Nearly forty horses in the American stables were burned to death. The fire was the work of an incendiary. The loss of property is about \$30,000.

Louisville, Feb. 13.—The destruction and loss of property by the breaking up of the ice at this place is estimated at \$250,000.

The Washington Intelligencer says that a despatch has been received from an army officer in New Mexico, stating that rich silver mines had been discovered on the public lands in the vicinity of Fort Fillmore.

The chief vein is five miles wide at the surface, and is exposed from the summit of a mountain fifteen feet high to the base, being over one thousand yards in length. The ore is very rich.

CALIFORNIA.—On the night of the 5th of February, a most destructive conflagration occurred at the city of San Juan de Nicaragua, by which one third of the most populous section of the city was destroyed.

FISHERY SOCIETY.

A PUBLIC MEETING will be held at the Mechanics' Institute, in Chatham, on FRIDAY next, the 27th instant, at TWO o'clock in the afternoon, for the purpose of Forming a Society for the Encouragement of the Fisheries, and to adopt such Rules and Regulations as may be deemed best suited for the purpose of fostering and extending this valuable branch of Provincial Industry.
 Chatham, February 20, 1852.

SHERIFF'S SALE.

On the FIRST TUESDAY in September next, will be sold by Public Auction, in front of Hamill's Hotel, Newcastle, between the hours of 12 and 5 o'clock, P. M.:

ALL THE RIGHT, TITLE, INTEREST, CLAIM, AND DEMAND

Of ALEXANDER FRASER, Junior, in and to the following Tracts of Land and Premises, viz:

All those two Lots or Tracts of Land situate in the Parish of Glenelg, granted to Christian Olson, known in the said grant as first and second tracts, containing 215 acres, conveyed by the said Christian Olson to the said Alexander Fraser, Junior.

Also—One-tenth part of the North West division of FOX ISLAND, containing 205 acres, granted to the late John McLeod and others. Also, all those two Lots of Land situate in the said Parish, on the northern side of the South East branch of Black River, containing together 500 acres, granted to Angus Sinclair, and presently occupied by him.

Also—All that Lot or Tract of Land situate in the Parish of Nelson, containing 181 acres, being Lot number One, granted to Donald McLeod, in the third tier of Lots, south side South West branch of Miramichi River. All that Lot or Tract of Land situate in the second tier of Lots, on the south side of the said South West Branch, in the said Parish of Nelson, containing 315 acres, granted to the said Alexander Fraser, Junior. Also, all that certain Lot of Meadow Land granted to George McGrigor and the said Alexander Fraser, Junior, situate in rear of the said South West Branch, in the said Parish of Nelson, containing 295 acres. Also, all that Lot or Tract of Land situate in rear of Newcastle, known as Lot number One, granted to John McLean. Also, Lot number Three, in Block letter A, of the Town of Newcastle. Also, all the Land, Wharf and Premises situate in the Parish of Chatham, reserved in the Deed from the said Alexander Fraser, Junior, to John Percival. (Or so much thereof as may remain after satisfying a certain Execution in my hands issued out of the Supreme Court, at the suit of RICHARD HUTCHISON, against the said ALEXANDER FRASER, JUN.) The same having been seized and taken to satisfy an Execution issued out of the said Court, at the suit of ANGUS FRASER against the said Alexander Fraser, Jun.

W. A. BLACK, Sheriff.
 Sheriff's Office, Newcastle, Feb. 23, 1852.

SEALED TENDERS

Will be received until the 10th March next, at 12 o'clock, noon, at the Office of W. J. FRASER, where plan and specification may be seen, for the

ERECTION OF AN ENGINE HOUSE, in Chatham, 26 by 28 feet, 18 foot posts, with a Belfry; also, a Stone Wall Foundation. The whole to be completed according to plan and specification on or before the 15th July next. Separate Tenders to be given for the Mason Work. The names of two sureties to accompany each Tender.

Terms of Payment Cash on completing the Contracts.

J. M. JOHNSON, } Committee
 JOHN MACKIE, } of
 W. J. FRASER } Firewards
 Chatham, 20th February, 1852.

SUBSCRIPTION BALL.

A BALL will be held in the Temperance Hall, Chatham, on MONDAY EVENING next, 23rd instant, Dancing to commence at 7 o'clock; the proceeds of which will be applied towards finishing the Hall.

Tickets—Five Shillings. To be had at the stores of Johnson & Mackie, W. Johnston, Burke & Noonan, and Edward Daley.
 Chatham, February 16, 1852.

NOTICE.

Extract from Minutes of a Meeting of the Board of the Northumberland Agricultural Society, held Witherell's Hotel, Newcastle, on Tuesday, the 3rd day of February, 1852.

Resolved, unanimously, That the sum of Fifteen Pounds be offered by the Board of this Society to such person as will Construct and put in Effective Operation, the most approved Two Horse-power Threshing Machine, most suitable to the wants and circumstances of the Farmers of the County. Said Machine to be erected and put in operation to a purchaser at a price not exceeding Fifteen Pounds. The Premium to be awarded by a Committee to be appointed by this Board. The machine to be erected and in operation by the 1st of October next, in the Parish of Newcastle or Chatham.

Resolved, That Messrs. John Norman, Hugh Bain and John Porter be said Committee.
 By order of the Board,
 JAMES CAIE, Secretary
 Chatham, February 16, 1852.