

place upon the proceedings of the Board for the past year, in which the Directors and a number of the Stockholders took a leading part, and we regret to say a considerable degree of feeling and private pique, was manifested, blended with a sprinkling of recrimination; but as it would be impossible for us to transcribe our notes and publish them to-day, we will content ourselves by giving the Report of the Directors, a most satisfactory and lucid statement, drawn up by the manager of the Company, Julius Thompson, Esq., which gives a true statement of the position of the Company and their flattering prospects.—Without further comment we append the Report, which is to be published in another form, with the letters from the London Board, contracts, and a statement of the accounts up to the 31st Dec. 1851.

After the reading of the Report, the election of Directors for the ensuing year was then proceeded with, when the following gentlemen were declared duly elected, viz:—

Rear Admiral Hon. W. F. W. Owen, Hon. H. Hatch, Capt. J. J. Robinson, John Wilson, Esq., Col. R. Hayne, Hon. C. Connell, John Farmer, Esq., George D. Street, Esq., H. H. Hatch, Esq., Capt. Thomas Moses, W. Whitlock, Esq., Henry Frye, Esq., J. Rodger, Esq.

The meeting, which commenced at noon, did not close until after six o'clock, being upwards of six hours in session.—*New Brunswick.*

The Suspension Bridge.—What a pity this great work is languishing as it is. We understand that in spite of the fine weather of the past three weeks scarcely anything has been done. The contractors of the work must certainly be at fault. Those who are interested in its completion should look to it. Another season will pass and the bridge will remain unfinished unless some efficient action is taken. We understand that the plans, specifications, &c., which are furnished by Captain Serrell, the Engineer, have been ready ever since last September, and he has been here for a month past urging active measures.

On Thursday night, a little after nine o'clock, Policemen Henderson and Walters, on duty in Brussels-street, attracted by its cries, found a healthy female infant about four weeks old, lying by a retired house near Irvine's ship yard. It was clean and well dressed, and carefully wrapped in a flannel wrapper. A woman in the neighbourhood took charge of it for the time. No clue has been found that promises to lead to the discovery of the unnatural parents.—*St John Freeman.*

NOVA SCOTIA.

The Season.—Quebec papers state that the present is the earliest season known there for a century. They must have contrived to send down their ice and cold to us here, for we have not had so backward a spring for years. The straits are completely blocked up, preventing anything like communication between this place and Charlottetown. The Rose has not been able to make her way across, and the schooner Enterprise, Captain Thorburne, that has lain here all winter, laden with goods for the Charlottetown merchants has made several unsuccessful attempts to get over.

Yesterday the wind hauled round to the south west which we hope will have the effect of clearing the straits, we will then have a perfect rush of shipping. Farming operations have commenced in many places, but in the woods on the highlands there is still considerable depth of snow.—*Pictou Chronicle, May 6.*

UNITED STATES.

We understand that a letter has been received in this City from Her Britannic Majesty's Consul at New Orleans, stating that the legislature of Louisiana had passed an Act amending the Colored Law of the State by abolishing the penalty of imprisonment, and permitting free persons of color to come on shore with passports from the Mayor.—*Charleston Courier.*

The vexed question of the rights of British colored seamen is, therefore, happily settled, so far as Louisiana is concerned. In South Carolina we regret to find that the latter is still in abeyance. The British Consul in Charleston has brought the case of an imprisoned British subject before the United States Court, whence in due time it will probably be moved to Washington, and be argued before the supreme tribunal.—*N. Y. Albion*

Destructive Storm at the West.—The following is a telegraphic despatch from Cincinnati, dated May 4:

The Western papers contain accounts of a very destructive storm, which occurred last Friday. The town of Leavenworth, Indiana, was nearly destroyed, forty houses having been blown down. Some of them substantial brick buildings. Two or three persons were killed, and a number wounded. In other places, houses, fences, orchards and innumerable fruit trees were destroyed.

Defending the Fisheries.—We perceive that an armed vessel is about to proceed to the mouth of the Saint Lawrence, and that others are advertised for to protect the Fisheries of our Northern neighbors. Well, we cannot but admit that they are right, and that they ought to be protected in their right. It is too bad that American vessels should break in beyond the prescribed lines and take what is not theirs, according to the general understanding. Our ships have no business to plunder the Provincials.

But, then, the question is—will the establishment of guard-ships make all right?

We fear not. There are too many aids and encouragements of the contraband mode of doing business, to permit a complete protection of the Provincial Fishing grounds. The rights of property in this case have a very fluctuating and undecided aspect, in the eyes of those that go down to the sea in ships for the catching of mackerel, cod, and other fish; and interlopers will still persist in going where they ought not to go. The establishment of these guard ships will not be able entirely to prevent this piracy, but it will certainly entail great expense, and may cause a number of quarrels, and so produce an ill feeling between the two nations.

There is an easier, a better, and a more profitable mode of rectifying these defects and disagreements. A system of free, fair, reciprocity which would permit Americans to fish within the British waters, in return for a remission of the duties of a protective tariff, would, in the end, produce benefits more valuable than all the fish that ever swam. Such an arrangement would be a part of that great system of free commerce which every sensible man in these States and the Provinces desire to see established.

If we thought these guard ships would have the effect of completely driving away the Americans, and sending them back in a fit of exasperation, to make Uncle Sam pull down his tariffs, we should be content. But we fear the guard a costa will not be able to set everything rights.—*Boston International Star.*

Starvation of a Captain and his Crew.—The following melancholy narrative is taken from a private letter written February 25th, 1852, at Valparaiso, on board H. M. Ship Dido.

We arrived at Valparaiso on the 10th prox: we should have been here much sooner had we not delayed so much time looking after Captain Gardiner a gentleman of fortune, who had joined the Patagonian Missionary Society, and had gone to some small barren islands off the Horn to enlighten the inhabitants, wild as they were. We received intelligence from Rio that we were to look after Capt Gardiner at the Falkland Islands, where we proceeded, and hearing there that a vessel had left provisions and clothing for him, expecting he would call for them, we resumed our search for him at Staten, a small uninhabited island; there we found nothing that could lead to his discovery, but a large boat moored to a tree, and on the hill was a flag-staff, with a piece of bed-tick for a flag.

We cut the name of our vessel on several trees, and got under weigh the next morning. We anchored at Gilbert's Cove in about two or three days; there we sent boats ashore, and cut in a tree was this inscription:—'Dig deep, under this tree you will find a bottle; we dug and found it, and in it a note follows: 'Captain Gardiner—You will find us at Spanish harbor at a distance of about sixty miles from this place.' We proceeded to that place next morning, after speaking to two canoes of strange looking human beings, quite naked; they were painted, and colored shells hung round them. There were several other canoes of this description of humanity in its worst form. They caught fish and ate them raw, and subsisted on wild herbs and roots. How they could bear the cold I cannot tell, for ten months out of the twelve it is intensely cold. We happened to get there in the summer time. We gave them some articles of clothing but they would not wear them. We left them and resumed our search after Captain Gardiner. We arrived at Spanish Harbor the same evening, and sent boats on shore as soon as we dropped anchor, and there I beheld a sight the like of which I trust I shall never witness again. Strewed in different parts of the beach were Captain G. and two of his party. The first we saw Captain G., in a state of decomposition. We supposed it to be him by there being a watch hanging to his skeleton form; and some distance from him there was another. We proceeded some distance with a lantern to a cave. When we entered there was a deadly smell, and we found the remains of the others. There was furniture and cooking utensils, as though they had lived there some time. The boats' crews were allowed to have the clothes, &c., as they found a large chest containing books and clothing, and on the lid of it was nailed the owner's will, stating that the first ship that found them should have them.

We buried them with the honours of war. Cut on the wall was this inscription:—'proceed on the beach about a mile and a half; you will find three more; do not delay for we are starving.' We made the best of haste and found them dead. It appeared they had been shunned by the natives, and had starved to death. We had a rough voyage from Rio to here, it is generally the same round the Horn.—*Liverpool Mail, May 1.*

SUNDAY'S MAIL.

From papers by this mail we glean the following additional items of news:

The Quebec Gazette contains a long letter from Mr Hincks to the Colonial Secretary, dated at Trafalgar-square, London, on the 30th March, urging the claims of the Railway, and the superiority of the route chosen over that recommended by Major Robinson.

VALUABLE HINTS TO FARMERS.—The following hints at this season may be of service:

Many farmers are troubled with Smut, and

suffer considerable loss thereby, this is the result of inattention. The writer never heard of one who rigidly observed the following plan that regretted its strict observance:

Run the Wheat through water until the water will run off clear, then soak it in strong pickle for twenty four or thirty hours, put it then upon your barn floor and sift fresh slackened lime among it until it is dry enough for sowing. Unless the lime is new it is not to be depended upon, nor ought the grain to be put to soak in large quantities, as it then presses heavily on what is below, and prevents its being sufficiently soaked.—*Charlottetown Advertiser.*

PE. EDWARD ISLAND.—The Hon. Edward James Jarvis, many years Chief Justice of this Colony, died at his residence, on Sunday week—aged 63 years.

PORT OF MIRAMICHI.—The brigantine Lady Sale, from Boston, with a general cargo, consigned principally to William J. Fraser, arrived last evening.

UNITED STATES.

New York goes for Reciprocity.—The Chamber of Commerce in New York have reported in favor of Reciprocity of Trade with Canada.

In Buffalo there is a strong feeling in favor of this measure; and a petition has for several days been in circulation for signatures, to be presented to the Legislature—praying for a reciprocity of trade with their neighbors. The ball is fairly in motion, and will be kept moving until this liberal international measure is granted.

Westward we go.—Not only emigration but commerce travels westward. Within our recollection the trade between the United States and the Colonies amounted, annually, to little over a cypher. The Colonists traded in England. Now the Colonial trade with England is greatly diminishing, and that with the States increasing. Merchants generally come this way to buy. Three Steamers ply between St. John, N. B. and Boston, and the fourth, a splendid new steamer—will commence running about the 1st of June.

The Maine Liquor Law has passed both Houses in Rhode Island. It will go into effect on the third Monday in July.

The Weather.—Miss May has really returned, and ushered in summer with a rush that put our weather gauge to 91 before stopping. Vegetation during the past week has been remarkably rapid. The Post could see the horse chestnut leaves grow, and the Bee says Old Sol pulled the grass up an inch a day on the Boston Common.

Steam between Halifax and Boston.—The splendid new steamer Sir John Harvey lies at East Boston, receiving her machinery from Tuft's factory. She will commence running early in June.—*Boston International Journal.*

Dreadful Railroad Accident.—Ogdensburg, May 7.—At a place called Pierrepoint, on the Watertown and Rome Railroad, a party of Ladies were this morning amusing themselves with a hand car on the track, after the regular passenger train had passed, not knowing that a freight train was soon to follow. The freight train striking the car, ran over it, and instantly killed four of the ladies in the most shocking manner. Others were dreadfully hurt.

Burning of a Steamer.—The steamer *Po-calontas* was burnt on the Mississippi River, on the 16th ult. Twelve passengers were lost all of them females but one! Loss 150,000.

WEST INDIES.

The small-pox was raging in Jamaica to a fearful extent—while destitution augmented the evil.

The want of water was creating great distress at Antigua—the inhabitants being forced to drink from springs of an insalubrious nature, and subjecting themselves to disease in consequence.

The inland penny postage system went into operation on the 16th ult.

A grand celebration in honour of Louis Napoleon, took place at Gaudaloupe on the 29th ult.

It was rumoured at Nassau, N. P., that Mr Cunard was in London, negotiating with the Government for the purpose of establishing a line of steamers between New York, Nassau, Jamaica, St. Thomas and Turks' Island.

NEWFOUNDLAND.

Telegraph communication between Saint John's and the Bay, had been repeatedly interrupted by wanton injury to the line. It was cut down almost as fast as it was repaired.

Serious disasters had befallen many of the Sealers. It is computed that no less than 40 vessels were lost. Two hundred men in the deepest distress, were brought in on Wednesday last, from Greenspond. It is said that they left 1000 after them in the most destitute condition.

Late advices from Fortune Bay state that Herring were very plentiful, as also Deer; in one harbor three families had killed one hundred and ninety three, and a boat's crew there had killed forty one, and were selling the carcasses at from 12s. 6d. to 15s, each, or about 14¢ per lb.

At Bonavista bay some thousands of Seals had been taken by old men, women and children. Two or three lives, however, had been lost in taking them.

The catch of Seals, notwithstanding all the heavy losses, by the fleet, will, it is said, be at least an average one.

CANADA.

Our Toronto correspondent informs us that the cars on the Toronto, Simcoe and Lake Huron Railroad, will be running in the month of September next. This important work was commenced only last fall, and so early a process should operate as an example and encouragement to all projectors for similar objects through the province. This Railroad connects Lake Ontario with Lake Huron, and so on through these last named waters with the most remote western territories of the continent of America.—*Quebec Gazette.*

FROM EUROPE.

The ship *Hutta Salaam* left Madrid on the 3d December, with two hundred and thirty four native emigrants for the Mauritius.—During a heavy gale on the 23d the hatches were battened down, and every one perished from suffocation.

Ship *Brilliant* had arrived in the Downs from Australia, with two and a half tons of gold valued at £217,000. She reports that the ship Statesmen was to sail in February with eighty thousand ounces of gold. Twenty one vessels, with emigrants from the adjacent colonies, were entering the harbor of Port Philip when the *Brilliant* sailed.

An advertisement appears in the English papers for one thousand laborers for the Canada West Railway.

FERRY NOTICE.

The Subscriber notifies the Public that a FERRY, for Foot Passengers, will be continued as formerly, from DOUGLASTOWN to the opposite side of the River.

Fare, as usual, FOUR PENCE.

JOHN WYSE.

Douglastown, May 3, 1852.

TELESCOPE.

Some time since the subscriber either lent or mislaid a TELESCOPE. Whoever may have it in their possession, will confer a favor upon him by returning it immediately.

THOMAS FARNELL.

Chatham, May 8, 1852.

CIRCULAR.

CROWN LAND OFFICE, May 7, 1852.

The Commissioners appointed under Act 12 Victoria, cap. 4, (commonly called the Labour Act,) are hereby informed that the regulations under that act have been amended, and will be published in a few weeks; until which time they are required not to enter into any new contracts.

R. D. WILMOT, Sur. Gen.

Crown Land Office,

MAY 7, 1852.

Public Notice is hereby given, that the first series of Sales by Auction, at this Office, of Timber Berths for the ensuing season, will take place on the undermentioned days.

June 21—Restigouche and Nipisiquit Rivers, &c.

June 22—Miramichi and Richibucte Rivers, &c.

Berths under Licence during the past season only, will then be offered; and particular lists thereof will be published on the 19th instant. The upset price will be Twenty Shillings per square mile. Applications for Licence of grounds which were not under Licence during the past season, or which may not be sold on the above-mentioned days, will not be received until the 12th day of July.

R. D. WILMOT, Sur. Gen.

GUANO.

A few Tons Ichaboe Guano,

For sale by

W. J. FRASER.

Chatham, 12th April, 1852.

Valuable Property for Sale or Lease.

The Subscriber offers for sale or lease, a spacious Two Story DWELLING HOUSE, 36 feet long by 30, owned and occupied by him, situated in Water Street, one of the best Business Stand's in the Town of Bathurst, lot 100 feet by 200, with outbuildings, &c., attached.

The whole property is in a thorough state of repair, with a never-failing Well of Water on the premises, and is admirably adapted for a Hotel, or Gentleman's residence. If sold, the terms of purchase will be made easy, one half of the amount can remain secured on interest, for two or three years, if required.

The Furniture in the House will also be sold. Possession given the first of May. For further particulars apply to George Kew Esquire, Chatham, or to the subscriber on the premises.

JOHN DUNN.

Bathurst, 9th March, 1852.

BLANKS

Of various kinds for sale the Gleaner Office.