

a much greater per cent than any of the surrounding cities. In valuation it has increased 317 per cent.

How long will it be before the inhabitants of a Parish, Town, or County in New Brunswick will devote such a large sum, as is named above, for the noble purpose of erecting a School House?

#### THE LEGISLATURE.

The mail of Saturday has put us in possession of some intelligence of the doings of our Legislature.

The telegraphic report which we published in our last, led to a number of conjectures respecting the tenor of the Despatch which it reported our Government had received from the Colonial Secretary. J. T. Williston, Esq., has sent us a copy of this document, by which it will appear that the Home Government do not feel disposed, at present, to lend their money for the purpose of building up a highway through these Provinces, for the accommodation of our neighbors, whenever they may feel inclined to make a foray, or sever the amicable bonds which at present exist between us. No; old John Bull has had sufficient experience in the matter of "friendly relations" to teach him that the best way to preserve peace is to be well prepared, and ready at a moment's notice, to engage in a war. This Despatch is significant enough, and our local government will now have to make up its mind—and that speedily too—whether it will build the Great Trunk Railway, and support it with all its influence, or abandon the scheme for ever.

Our Saint John friends will no doubt be highly pleased with the tenor of this Despatch. It will afford them an opportunity of prosecuting their darling project in their own way, as a private speculation, untrammelled and unimpeded by government influence, and the gold of the imperial treasury. They have worked their cards most admirably, and we wish them joy of their success. The stumbling blocks named above being now removed, they no doubt imagine there will be a rush of the monted men in Britain to Mr Archibald's office in London, to subscribe for stock in the European line, and to hand over the needful.

Neither the Fredericton papers, the Journals of the House, or the reports of the Debates, furnish much information.

The following is a copy of Lord Grey's Despatch.

DOWNING STREET, 27th Nov., 1851.

SIR,—I have the honor to acknowledge the receipt of your Despatch, No. 33, enclosing a Copy of the Speech with which you opened the extra Session of the Legislature of Nova Scotia, on the 4th instant, and I consider it necessary to point out to you, without loss of time, an error into which you have fallen, and which I much regret, in stating that Her Majesty's Government are prepared to recommend to Parliament, that provision should be made for raising on the Guarantee of the British Treasury, the funds required for the construction of both the lines of Railway adverted to in your Speech to the Provincial Legislature. Upon reference to the correspondence transmitted in my Despatch, No. 250 of the 14th March last, you will find that it is distinctly stated, that the only Railway for which Her Majesty's Government would think it right to call upon Parliament for assistance, would be one calculated to promote the general interests of the whole British Empire, by establishing a line of communication between the three Provinces in North America. It was added that there would be no objection to the plan which might be decided upon, including "A provision for establishing a communication between the projected Railway, and the Railways of the United States," but it is obvious, from the whole tenor of the communications made to Mr Howe, and of the Despatches which I addressed to yourself, and to the Governor General, that while Her Majesty's Government entertain no objection to the establishment of a Railway communication with the United States, it was not contemplated that the assistance of Parliament should be applied for, for this, or any other object than the formation of the main line connecting the British Provinces.

Looking to the large amount of the expenditure which would have to be incurred for this object, I do not anticipate that it would be in the power of Her Majesty's Government to extend to other lines the assistance it is proposed to grant to the main one in question; though until some definite proposal is made on the part of the three Provincial Legislatures, no final decision can be adopted.

I have, &c.,

GREY.

To Sir John Harvey, Lieutenant Governor, Nova Scotia, &c., &c.

The Address of the Assembly in answer to the Speech of the Governor, as reported by the Committee, is a mere echo. We make the following extracts.

"We shall thankfully receive from Your Excellency all papers and other information having reference to the construction of the Halifax and Quebec Railway. We are aware that Canada and Nova Scotia have manifested a desire to accept the aid offered by Her Majesty's Government for the promotion of

this great object, and we sincerely trust that it may be consistent with the interests of New Brunswick cordially to co-operate in so important an undertaking; readily admitting that the best interests of this Province are identified with those of British North America.

"The House of Assembly will be anxious to learn from the Despatches to be laid before them, the grounds for Her Most Gracious Majesty not having yet been advised to assent to the Facility Bill passed the last Session, in aid of the European and North American Railway, and trust these grounds will be removed by the Bill to be introduced by the Government for that purpose.

"A Railway, uniting Canada, New Brunswick and Nova Scotia, especially in connection with a Line to the United States, we believe with Your Excellency, would prove highly beneficial; and we are glad to learn that it is Your Excellency's opinion that it would produce an abundant return, increase the Revenues of the Province without imposing additional burthens on the people, lead to a speedy settlement of a large tract of Wilderness Land, and be the means of opening a profitable market for the productions of the Province.

"It is no doubt obvious that the introduction of capital from other countries is in this young Province indispensable for the construction of great public works, that the surplus capital of our own Provincial resources could do little, and therefore to embark in undertakings of this nature, without aid from the Mother Country, would have the effect of withdrawing a large amount of private resources from present employment, and thereby derange and dislocate the ordinary operations of the country in the manner Your Excellency has pointed out, and although we do not doubt that such an outlay might ultimately prove remunerative, yet in the interval it must lead to much distress and inconvenience.

"Your Excellency may rest assured, however, that the subject of Railways will receive our best and most attentive consideration, and we sincerely trust that the information contained in the Despatches upon this subject may be such as to enable us to promote that great object, without embarrassing the affairs of the Province.

"The formation of Fishery Societies, and the steps taken by the Executive, in pursuance of the Act of last Session, we are pleased to learn, are likely to prove beneficial to so important a branch of industry.

"We are sensibly alive to the necessity, while legislating for the Province at large, of divesting our minds of local feeling, and that individual interest should always be subservient to the public good, and trust that such will be the principles upon which we shall ever discharge our public duties as the Representatives of the People."

The last paragraph should have been printed in italics. We fervently trust they will divest their minds of "local feeling," and that "individual interest" will be subservient to the "public good." The line laid down is a good and just one, and if they act up to it, it will be for the first time. At the end of the Session we shall be better able to speak of the sincerity of their motives. Actions are better criterions by which to judge of men's intentions, than mere words.

We publish below a communication from a Correspondent. We thank the author for his attention.

FREDERICTON, January 15, 1852.

Dear Pierce,

I would have written to you ere this, but there has been little or nothing doing in the House. The election of Speaker occupied the two first days, and the address in reply, with a few preliminary matters, such as the appointment of Committees &c., occupied Saturday and Monday. A few petitions have been received, and some Bills introduced, two of which have been passed in Committee, but they are of no general importance. Today the Railway Despatches came down, and the last and only one of great importance informs us that the Nova Scotia Government were mistaken in supposing that the offer of the British Government extended to the European and North American Line, at least so far as the cash was concerned. The opposers of the Howe scheme pretend to say that the "bubble has burst," and that the whole affair has failed, but they may find themselves mistaken if our Government persevere and bring in the Bills without regard to any particular route for the Quebec and Halifax Railway. The Despatch is not a refusal to guarantee the interest on a loan for the European Line, but simply a notice that no promise had been given to bring that part of the subject before the British Parliament, and that the Home Government will wait the action of the Provincial Legislatures on the subject. I further find that the opposers of the measure are hardly sure that the scheme is destroyed, and are advocating a central line on the grounds that this is the only way in which the British money can be applied to the construction of the joint lines to Canada and the United States, and already throw out hints that the Government Bills will expressly recognise this route. I hardly think that such can be the case, or that the Government will hamper the question and endanger its passage through the House, more particularly when they must be fully aware that any such course would be a virtual refusal of the British offer, and directly at variance with that portion of Mr Hawes's Letter, which states that any depart-

ure from Major Robinson's Line would not be sanctioned without the concurrence of the Home Government, and directly contrary to the spirit of that offer which is expressly on the ground of the Line being trade of national importance, and entirely through British territory. When the Line is to run so close upon the American border as to be as much at the mercy of a foreign power as if within their boundary, its national importance would be as effectually destroyed in the one case as in the other. The intention of the Government and the vote of the house upon the question are equally problematical. The political atmosphere in this country is not yet governed by any regular rule, and we cannot therefore with any approach to certainty prognosticate the weather fair or foul. Could we, however, invent a political barometer, some years must elapse before we would require to mark 'set fair' upon the register; 'changeable' would be the most applicable for the coming three years. We are in a transition state, and many storms are necessary to purify the air. Time will produce here what it has in the Mother Country and the neighboring Colonies, and until then we may say, 'de gustibus nil disputandum,' for this purpose, aptly translated 'high winds and no mistake.'

Yours, &c.,

FIDES.

Since the above was put in type, we have been kindly furnished with the following extract of a letter from a gentleman residing in Fredericton. It is dated on Friday last, at noon.

"There is an immense mass of correspondence to be laid before the House, including Mr Timmis's correspondence. I presume it will not be published, as it will fill an ordinary sized folio volume; but the last despatch which is short but heavy, is addressed to Sir John Harvey, he tells Sir John that in his Speech at the opening of the House he misunderstood the matter."

The writer, after giving a brief synopsis of Earl Grey's despatch, proceeds to say—

"What then is to be done? the laws of Nova Scotia provides that it shall be void unless New Brunswick build the European and North American Line, we must therefore build both, or that must be the line up the valley of the St. John, and to join the St. Andrews line. Major Robinson, in the printed correspondence before Parliament, says that they cannot get to Quebec on that line, that the Tobique Mountains cannot be overcome, notwithstanding Mr Wilkinson's assertion to the contrary. I am informed that the St. Andrews people petitioned the State of Maine to be allowed to go through their territory—and they were politely allowed to withdraw their Petition. It would appear from Major Robinson's correspondence that the North line is the only practicable line; that the Tobique Mountains extend from the River St. John to the Restigouche, and that the lowest part is 1,200 feet above the level of the sea. He is of opinion that the line will pay four per cent. The contract to build the St. Andrews line is taken in England, and active operation will be carried on in the Spring (March). The contract is to complete the line to Woodstock, and there is now no longer any doubt that the line will be complete—that is to Woodstock; hereafter it may go to the Grand Falls. Mr Hincks and Mr Young, of Canada, are to be here to-morrow, and I believe Mr Howe, from Nova Scotia. I have not been informed of the object of their visit, but I presume it is on the subject of the railroad."

We have always thought that there has been too much local interest mixed up in this question, to have it satisfactorily arranged. The course to pursue, we think, is very plain. Canada has provided for her portion of the work, and marked out no particular line; Nova Scotia has done the same, and if she has unfortunately committed an error in her desire to satisfy the St. John people, the difficulty can be removed at the approaching session of her Legislature. Let our Government act on the same principle—provide for the building of the great trunk, without mentioning any route. Let the Bills from the three Provinces be taken to England by three Delegates, one from each Province, whose duty it shall be to settle all matters of detail with the Home Government, and as we cannot agree among ourselves, let the mother country send out competent and disinterested parties to select the route, and let their decision be final. To save any unnecessary delay, Nova Scotia can proceed with the work to our border, and Canada build as far as practicable. When the Commissioners have given in their decision, our Province can commence her allotted task. This is a simple plan, easily compassed, and we feel satisfied, if it were adopted, all the great and almost insurmountable difficulties which have been thrown in the way by artful and interested parties, would speedily disappear. Our Government has only to act firmly, and all will yet be well.

RESTIGOUCHE.—Private letters inform us that Wm. Hamilton, Esq., has declined the seat in the Legislative Council, which had been proffered to him.

#### NEW MAGISTRATES.

We have looked over the Royal Gazette for some weeks for the purpose of being enlightened on this subject, but our task has proved fruitless. The commission, notwithstanding, has been issued, and was received by the Clerk of the Sessions some time since. To satisfy the curiosity of enquirers, we insert below the names of the parties in the order they appear on the Commission:

Miles McMillan,  
John MacAllister,  
John Macdougall,  
Richard Sutton,  
George Johnston, (Napan)  
Robert Noble.

While the present Mail arrangement lasts, which we sincerely trust will not be long, we shall publish an Edition at noon on MONDAY for our friends residing Southward, and despatch them by the Mail leaving at two o'clock. To enable us to give our subscribers in Miramichi and to the Northward more news than the brief time intervening between the arrival of the mail on Sunday and its departure on Monday, will admit, we shall publish a second Edition on TUESDAY, at noon.

#### PUBLIC MEETING.

Pursuant to a Requisition and Notice, a Meeting of the Inhabitants of the County, was held in the County Court House, in Newcastle, on Friday, 16th January, at 2 o'clock, for the purpose of taking into consideration and giving expression to their views on the Quebec and Halifax Railway;

The HIGH SHERIFF having organised the Meeting, was requested to take the Chair, and PETER MITCHELL having been appointed Secretary, the following Resolutions were unanimously adopted:—

Moved by Richard Hutchison, Esq., and seconded by Roderick McLeod, Esq.,

Resolved, that this meeting again express their gratitude to the Parent State for the liberal offer of Funds, to aid the British Provinces in constructing a Line of Railway from Halifax to Quebec, through this Province, on terms highly advantageous.

Moved by P. Mitchell, Esq., and seconded by John McDonald, Esq.,

Resolved, That the measures adopted by the Legislatures of Canada and Nova Scotia have encouraged this Meeting to hope that our Provincial Legislature will adopt such action in furtherance of this great national object as will enable the Colonies speedily to avail themselves of the liberal aid offered for its construction.

Moved by George Kerr, Esq., and seconded by Donald McKay, Esq.,

Resolved, That as this meeting is fully aware that the whole of the negotiations and Legislative action hitherto taken, relative to this great work, have been predicated upon the Line or Route explored by Major Robinson, they are nevertheless impressed with the importance of the most eligible line being selected entirely on such grounds as will be best calculated to promote the union and strength of the Colonial Empire, promote the settlement of the lands along such Line, ensure the construction of the Railroad with the least outlay, and at the same time with a view to future reimbursement of the capital expended.

Moved by John M. Johnson, Esq., and seconded by William J. Fraser, Esq.,

Resolved, That with the view of removing all local and sectional interests respecting the most eligible line, this meeting are of opinion, that this important duty should be entrusted to Commissioners, to be appointed by the Imperial Government, and this course they strongly recommend to the consideration of their Representatives.

Moved by John Macdougall, Esq., and seconded by Jared Tozer, Esq.,

Resolved, That copies of these Resolutions, signed by the Chairman and Secretary, be forwarded to the Provincial Secretary and to the Members for this County, and that they be published in the Gleaner.

W. A. BLACK, Chairman.

Richard Hutchison, Esq., having been called to the Chair, the usual complimentary Resolution was passed, respecting the dignified and impartial conduct of the High Sheriff, while in the Chair.

P. MITCHELL, Secretary.

Miramichi, 16th January, 1851.

#### Marriages.

At Richibucto, on the 15th inst., by the Rev. James Law, A. M., Mr ROBERT McLELLAND, of the Parish of Richibucto, to Miss FLORA McINTOSH, of the Parish of Wellington.

On the 16th inst., by the same, Mr WILLIAM G. BARTON, to Miss MARY McKAY, both of the parish of Richibucto.

#### Deaths.

At the residence of his son, Mr William Walls, in the Parish of Nelson, on the 9th instant, Mr JAMES WALLS, in the 87th year of his age. The deceased was a native of Banffshire, Scotland, and one of the first settlers in this part of the Province.