

## WEDNESDAY'S MAIL.

## NEWBRUNSWICK.

**Fires in the Woods.**—For several days past the air in this vicinity has been strongly impregnated with smoke, caused by settlers clearing their land in different sections of this County. The recent dry weather caused the fires to extend in every direction, but we have not heard of any danger being occasioned thereby. In other parts of the Province the fires in the woods have been spreading, and in some instances fences &c., have been destroyed.

From Fredericton, we learn that the farm house and barn belonging to Mr John Reid, about four miles below that place, were destroyed on Sunday last, the fire coming in upon the buildings from the woods in the rear. The Heal Quarters says that Mr Reid also lost some valuable stock, consisting of the imported breed of sheep, pigs, calves, &c., and nearly all the fencing of his farm.

Other buildings are also reported to have been destroyed by the fires in the woods, in the vicinity of Fredericton, and on Monday last, fears were entertained for the safety of the Cathedral City, the cinders from the burning woods falling in the streets, but these fears have since been relieved by a timely shower of rain, which appears to have checked the fires in every quarter.

**The late Steamboat Accident.**—On Thursday night, the Coroner's Jury, summoned to investigate this matter, returned a verdict of Manslaughter against the Captain and the helmsman of the tug-steamers *Transit*, and Manslaughter, in a lesser degree, against the helmsman and the man on the look-out on board of the steamer *Anna Augusta*. The Captain of the latter boat was acquitted, as he was attending to his duties below at the time of the collision. The main cause of accident appears to be attributable to the want of a good and sufficient light on board the *Transit*; but as the parties implicated will have to stand their trial at the sitting of the Supreme Court, which will be held in this City in August next, we refrain from noticing this unfortunate affair any further at present.

**Provincial Appointments.**—Stipendiary Magistrate.—At the recent meeting of the Executive Council, John Johnston, Esquire was appointed Stipendiary Magistrate for this City. This appointment creates a vacancy in the representation of the County of St. John.

**German Emigrants at Quebec, bound to New York.**—We learn from the Quebec Chronicle of the 22d inst, that a vessel has arrived at that port from Antwerp, consigned to Ryan & Brothers, with sixty passengers bound to New York. This is an entirely new feature in emigration, and proves what may be effected by the dissemination of accurate information abroad.—As large contracts have been made for the conveyances of passengers by this route it is clear the contractors have seen some advantage in adopting it, more especially as there are always numerous vessels at Antwerp bound direct to New York.

Eleven vessels are now on the voyage from Hamburg to Quebec, with an average of 200 passengers each. The Hamburg houses by which these emigrants were shipped, have started a Newspaper for the express purpose of spreading correct information through the interior of Germany, as to the advantages of the St. Lawrence route. The Canadian papers recommend that the publication of this respectable firm should be sanctioned by the authorities of Canada, and that they should be furnished officially with statements of the prices of government lands, and statistical and other information as to the character of the Colony, and its fitness for settlement.—*New Brunswick*.

The Law Commission sat this morning for the first time, doubtless to arrange preliminaries. Mr Needham is not here, although we understand he is to be the Secretary.—*Fredericton Reporter*.

## FRIDAY'S MAIL.

## UNITED STATES.

## From the Boston International Journal RECIPROCIITY.

Mr. Editor.—I have watched with a good deal of interest your efforts to enlighten the people of the United States and the B. N. A. Colonies, as to their mutual relations.—This enterprise of yours is praiseworthy in itself, and will, I hope, be attended with success,—at least in some of the Provinces. But as regards Nova Scotia, I have no great hopes of any improvement. Those Nova Scotians have an idea that their country is about the greatest on earth, and that the Americans are very anxious to annex it. "I suppose the editor of the *International* expects a governorship, at least, when we are annexed, for his efforts to bring it about," said a Nova Scotian, the other day,—just as if the annexation of their country occupied the thoughts of Uncle Sam for a moment. "They are a queer set, the Bluenoses," says Judge Haliburton,—and he is right.—Here they are advertising for cruisers to keep off the Yankee fishermen, while at the same time, as your Halifax correspondent remarks, "they are too indolent to catch the fish themselves." An American fisherman told me that he goes to the Bay de Chaleur every year, catches their fish, and sells them to the inhabitants. He said he sold \$1400 worth of fish in 1850, in Nova Scotia and New Bruns-

wick. And now, according to our table of exports from New York to the British Provinces, they have been importing nearly four tons of Codfish from New York! Enterprising people, ain't they? The idea of a competition with the Americans, with every advantage on their own side, seems never to have been conceived.

I have lived 12 years in the good town of Pictou, situated on the eastern coast of Nova Scotia, which has unsurpassed facilities for carrying on the mackerel fishery; but during that time the only outfits I saw were confined to smelt fishing. During the last six years there have been either two or three Gas Companies got up in the town; and they have no gas yet,—at least, no coal gas. There have also been as many Fishing Companies started, which, of course, did not do any thing. The California Company followed suit. To give you an idea of the fortunes you printers would make there, I will state that I never saw a business card in that town, although it is the largest in the Province. About four lines once a year in the local newspaper, is the extent of their business in that line. And the whole Province is like Pictou.

They are great loyalists, too, are your Nova Scotians. They talk about England as "home," although they never saw the "sea-girt isle;" and although, as Mr Howe found out, when he announced himself as dearer of despatches from Nova Scotia, England, generally, knows nothing about them, and cares less, except so far as they contribute towards paying the handsome salaries of some Government officials.—England makes their laws,—some of them, at least,—while they have no voice in the Imperial Parliament; and England's King gave away the Mines and Minerals of the whole Province, which of right belonged to the owners of the soil.

Now, Mr Editor; what's the use of trying to do any thing with such people as these? Get a Canadian and a United States Reciprocity, and include New Brunswick, and let the Nova Scotians go on talking about what they are going to do, and importing tons of their own codfish from New York, and exporting all the men, who have any enterprise, to the United States as usual.—While they are building their old style ships, with square bows and wall sides, their own shipbuilders are here, building 'Stag Hounds' and 'Flying Clouds,' which have made the fastest voyages on record.

A. NOVASCOTIAN.

Providence, R. I., May 14, 1852.

**Trade of Boston.**—The Boston Courier, in an article concerning the trade and prospects of the city, has the following observations:

"Boston, by her matchless railroad enterprises, has placed herself in such close proximity to Canada and the Western States that they cannot choose but to make her the grand medium of communication with the commercial world—their buyer and seller of commodities.

"Boston, with a population (including the business men who reside in the suburbs) of 250,000, now furnishes not only the nearest market for the export of Canadian and Western produce, but is the most available point for supplying the interior with all foreign productions.

"Commanding, as she does, by her position and facilities of communication, the entire trade of the North and West, it is not too much to say that she constitutes the Commercial Emporium of a more extensive and prosperous territory than any other city of North America."

There is no doubt that Boston can increase her trade in every remarkable degree; but it must be by doing what she can to knock away all those protections which bristle upon our tariff, and to promote a full and fair reciprocity in trade with the Northern Provinces of this continent. Without that free, open field, to the North and West, Boston and Massachusetts will not go ahead so rapidly as people suppose.—*International Journal*.

**Living Imports from Europe.**—The average amount of emigration to this port, from the various countries of Europe, is estimated at about thirty thousand per month, consisting of men, women, and children—one-half of them probably being men, and the rest women and children. The value of this emigration, as an accession to our stock of labor and living capital, will, if estimated, be found to exceed in value all the gold dust imported from California, notwithstanding the noise and exultation that have been created by this importation from the Pacific. A full grown man is estimated to be worth as an article of stock or labor, about a thousand dollars, and sometimes over that sum. In this country, a healthy man of twenty-one years of age, is probably worth more than a thousand dollars, looking merely at the result of his labour and the likelihood of his living to the average length of human existence. The whole emigration, therefore, of thirty thousand a month, may be safely put down as worth five hundred dollars a head. If this average be taken as the basis of an estimate, we have at once an amount of value added to the capital stock of this country equal to fifteen millions of dollars monthly. But these emigrants generally bring over with them, a little property in money, which might be safely averaged to ten dollars a head. This would give a sum of 300,000 dollars, which added to the former results, make a sum of \$15,300,000 per month which European Emigrants add to this city alone, to be scattered through the country. The whole emigration from Europe to this country, if similarly calculated, would be probably nearly double this amount, which would make the

entire value to us of European emigration, about thirty one millions of dollars per month, and for a year would exceed three hundred millions of dollars additional accession to the money and labor, and living population of the country.—*New York Herald*.

**The Crystal Palace at New York.**—The stock for the erection of this building, \$200,000, has been all subscribed for, and the palace will be opened in May 1853. This is a great enterprise, and cannot fail of being a successful one.

**The Japan Expedition.** The Herald is informed by the officers of the Dutch frigate Prince of Orange, that the emperor of Japan has strongly fortified every part of his coast, and has a body of well equipped soldiers ready to give the American expedition under Com. Peiry a warm greeting. The Dutch officers all think our force despatched to that quarter as utterly inadequate to the task of forcing an entry into the city of Jeddo.

The powder mill and magazine of Laffins & Smith at Saugerties, containing several thousand kegs of powder, was blown up on Saturday last. No one is or near any of the mills at the time. Seven buildings were blown up. There was not a house left in the neighborhood with a whole window or an uninjured wall. The loss is estimated at \$10,000.

The citizens of Bangor held another public meeting in aid of the construction of a road from that city to Waterville on Monday evening, which was well attended, and was addressed by several gentlemen. The amount of subscriptions was stated to be \$110,700, from 470 persons, and a resolution was passed that the amount should be extended to \$200,000.

**The Weather and the Crops.**—From Louisiana we have the following accounts: The Thibodaux Minerva, of the 24th April, says, that on the mornings of Wednesday and Thursday previous there were severe frosts. The Madison Journal of the 22nd says: such weather as we have experienced during the present week has hardly been known in this region before. Fires in doors and blanket coats out of doors have been very necessary to any degree of comfort. The weather is now moderating, but we greatly fear that the severity of the first few days has had a ruinous effect upon the growing crops; cotton will hardly survive it, and corn must suffer materially." The Pointe Coupee Echo of the 24th ult, says that the weather of the few days previous had been very injurious to the crops in certain portions of the parish. The Dalton, (Ga.) Times of a late date, says:—It is truly disheartening to hear the unfavorable reports of the crops in this and other portions of the State. At one time the prospect was as good, for an excellent crop year, as we have seen it, and all our farmers were buoyant with the idea, from the extensive preparations they had made, of reaping an abundant harvest. The wheat crop from which so much was expected, will prove an almost entire failure. In fact, a great many of our farmers have ploughed up the wheat and are planting the ground in corn. Early wheat, so far, has escaped the 'fly,' and those who were fortunate enough to sow early wheat will make a good crop. We do not feel willing, at present, to give an unfavorable report of the corn crop. In some places it looks very well, and with good seasons, and no 'backsets,' we have every reason to look for an abundant yield. We had a very severe hailstorm in this county on Monday last, which must have injured both corn and cotton, as far as it extended.

## NEW BRUNSWICK.

**Railroad Meeting in Queen's County.**—A meeting of the inhabitants of the upper part of Queen's County was held on the 15th of last month at Salmon river. Gideon S. Bailey, Esq., was called to the chair, and Mr Robert Snell was appointed Secretary. Several resolutions were passed to the effect that a Railroad from Halifax to Quebec is necessary, and should be carried along the eastern side of the river St. John. They depreciated the idea of approaching the American Frontier, and resolved that a line on the western side would render necessary a much larger expenditure, owing to engineering difficulties; and as that country already possesses ample means of inter communication, it would not confer such benefits on the Province as one on the eastern side, which would pass through a level country offering few difficulties, and where it would open up a country very fertile, abounding in minerals and covered with timber, now lying useless.

George W. Hoban, Esq. J. P., Gideon Bailey, Esq. J. P., John McLean, Esq. J. P., John O'Leary, George Vance and Robert Snell, Esqs. were appointed a committee to prepare a petition to Her Majesty.

Captain Robinson, M. P. P., has been elected President of the St. Andrew's and Quebec Railway.—*Freeman*.

**Labour.**—The Labourers at the head of the Market Wharf charge one shilling an hour for their services. They stand there in gangs, sometimes idle for hours, and yet not one will move for less than the above price.—*News*.

**The Weather and Fires.**—The morning of the first of this month was ushered in with a sharp frost. On the 6th the thermometer stood at 82 degrees in the shade, and on the 8th it stood at 88. Soon after the wind set in north, and we had a succession of gales, hurricanes and chilling winds; but so little rain that the ground is actually scorched; there is no herbage, no vegetation, and the half blown leaves of the trees are withering from the drought. On Sunday last a person could scarcely walk the streets of Fredericton

on account of the cloud of dust that was flying, and in the evening the city was enveloped in smoke, while the fires in the woods in Lincoln, Maryland, and across the river had assumed a fearful appearance. On Monday the smoke became so thick that one could scarcely see across a square, and the fires in the woods had approached to within a mile and a half out of the town, but a shower on Tuesday morning partially extinguished the fires. Much damage however has been done. The fences in Lincoln, and in some other settlements are generally burnt up. Mr John Read, on his farm four miles below this, lost his fence, two barns, dwelling, and some imported stock. Mr T. Segee lost also his barns. On Wednesday morning there was another sharp frost, to that extent that the pools in the streets were frozen over. Since then, up to the moment we write (Friday) the weather may be summed up as windy, chilly and smoky.

The Law Commissioners held a meeting in this city yesterday, and it is rumoured that they have appointed W. H. Needham, Esq., their Secretary. We have no doubt of the fact.—*Loyalist*.

## CANADA.

**The Largest yet through the Canals.**—On Saturday, the steam frigate *Cherokee* arrived at the Lachine Basin, having descended from Kingston, which place she left on Wednesday. This vessel is the largest which, up to this date, has passed through all our canals. In order to get through the locks, it was necessary to take off the vessel's figure head and cut-water, by which her entire length was reduced to 182 feet. Her extreme breadth between the guards was 52 feet, and before leaving Kingston, one of her paddle boxes was cut and brought on deck, which reduced her to 44 feet 9 inches; but this breadth was found too great at the Beauharnois Canal, and the beam ends were again reduced by a couple of inches, which process had to be repeated in the locks of the Lachine Canal. She finally issued from her inland imprisonment upon the broad St. Lawrence 44 feet 4 inches broad; she draws nine feet of water. This fine frigate is well known to all visitors to Kingston, where she has long lain in the dockyard at Fort Henry. She is of 750 tons, and has 200 horse power engine, by the celebrated makers, Maudsley & Field, London. The engines appear to day to be in just as good order as when they were built. Indeed, the vessel has seen so little service, and has been so well taken care of, that she is probably as good as new throughout. She has been for sale by the Government for a long time, and has lately been purchased on speculation by Captain Gaskin of Kingston, and one or two other gentlemen, who are now sending her to find a market.—*Montreal Herald* May 6.

**Steam Between Quebec and Halifax.**—It is some years since we predicted that an American would be the first to put on a line of steamships between this port and Halifax. That prediction seems to be about to be verified:—Major Norton, U. S. Consul at Pictou, having been exerting himself to place Quebec in steam communication, by water, with Halifax. With praiseworthy energy he has applied for aid from the Provincial Legislature, to enable him successfully to effect his purpose, and he has partially succeeded. Without doubt he will ultimately accomplish his aim. Other parties, however, contemplate doing the same thing, and we are proud to think that these other parties hail from Canada. Captain Gaskin, of Kingston, has purchased what used to be a steam-irrigator on Lake Ontario, the *Cherokee*, with the view of putting her upon the line between Quebec and Halifax. The great importance of steam communication between the two ports can hardly be over estimated. Not only will it bring the two cities nearer to each other in point of time, but it will open up the Lower St. Lawrence to the inhabitants of Western Canada; it will afford the agriculturist an opportunity of bringing his produce easily, speedily, and cheaply to market; it will be the means of enabling strangers to form an acquaintance with a part of this province, Gaspé, which has hitherto been to all except the natives a terra incognita; and it will do in some measure that which a railroad to Halifax would do, afford to the visitor from the United States a new route by which to return home. The race for priority with regard to steam communication between Halifax and Quebec is to be run by Major Norton and Captain Gaskin—native enterprise is to be pitted against foreign enterprise. Who shall win? We trust that Captain Gaskin will show, by his energy, that our prediction of some years back was erroneous. He may safely do so. A steamer between the two ports mentioned would certainly pay, if her speed and seagoing capabilities be such as to inspire public confidence. Assuredly most persons will on arrival in the English steamer at Halifax, prefer travelling to Canada by water, via the St. Lawrence, if there be a saving in time, to going first to Boston and from thence by rail to Canada. The magnificent scenery of the Lower St. Lawrence would alone entice many to avail themselves of the St. Lawrence route. Then, let Captain Gaskin and Major Norton only do their utmost, and, we feel persuaded, success will crown their efforts.—*Quebec Chronicle*.

The President, Vice President, and Directors of the Quebec and Richmond Railway proceeded on Tuesday last, to inspect the works on the railway. They were much pleased with the progress made, and with the favourable appearance of this new approach to our city. We understand that the whole line up to the Chaudiere river will be cleared of timber in a few days, and that a