

'I should like to try it' at any rate,' continued he.

'Why, Mr Ashton! I thought you wanted to keep house, because you could have so much more liberty, and—'

'Well, Emily, so I did, but it is more for your sake than my own that I would make the change. I see your housekeeping is a source of torment to you. It has been nothing but one unintermitted chain of complaints ever since we were married. Precious little comfort do I see!'

These remarks sank heavily into the heart of the young wife, and she could not refrain from weeping, passionately over them when she was alone. One day while conning over the ills of life, she said:

'I know what I'll do—I'll just run over and see my good and valuable friend, Mrs. Wilson.' And so she went. Mrs. Wilson was a friend from infancy; to her she unfolded the whole matter—her whole heart and all her trouble.

'My dear child,' said Mrs. Wilson, smiling kindly, 'you are young yet—that is all.'

'Well, dear Mrs. Wilson, is there no hope while I am a young housekeeper to make my husband happy? Still, I would like to have everything in perfect neatness, move in perfect system, and yet have quietness and ease.'

'In the first place, the object of good housekeeping is comfort, and comfort implies quiet and ease. Always try and have everything pleasant for your husband. If you have any trials of a trivial nature, never mention them. With youth, health, means, and last, a husband that you dearly love, what right have petty trifles to intervene between you and happiness?'

'Oh well, but I have the worst domesticities in the world! They will not let me instruct them at all; and nothing is done as I should do it.'

'I think, I heard you say, not long since, that they were very neat and prompt,' said Mrs. Wilson.

'Oh yes; but they will not let me command them at all. I cannot exercise any dignity whatever in my own house.'

'Do not exact too much,' said Mrs. Wilson.

'Yes—but they are so obstinate.'

'Don't you think, by your own short experience, that 'perfect obedience is the most difficult of human virtues?'

'Well, perhaps so,' said Emily. 'But how is it that you take everything easily, Mrs. Wilson?'

'By keeping a general superintendence; by not interfering too much with my servants, encouraging them when I have opportunity, and sympathizing with them in their trials; in short, by endeavouring to make everything as pleasant as possible by an even course daily with my husband and servants. Don't let little difficulties grow into large ones. You will find them much easier to conquer. One must pass over much to get through life happily.'

'Emily went home, firmly resolved to put in practice the good advice given her. Mr Ashton soon observed the change, and with great delight, remarked that he did not envy a man his 'single blessedness' while he had such a sure resource for crushed spirits—a pleasant wife, and, in short, a Happy Home.'

The Politician.

THE COLONIAL PRESS.

From the St. John Morning Times.

A FEDERATIVE UNION AND THE HALIFAX AND QUEBEC RAILWAY.

Considering the importance of a Federal Union of the British Provinces, we cannot but be often disposed to give up much space in our paper to its calm discussion. It is not only impolitic but impossible to shut our eyes to the apparent and absorbing fact, that the day is fast approaching, when some scheme must be adopted in order to consolidate and unite these mighty provinces into one great Confederation.

We think, now that this theme is pressing itself upon the consideration of the different provinces, our Government and people will indeed lament that, in a dark and dismal hour, for the sake of an empty expediency, they forsook that stupendous scheme of Intercolonial Railway—the HALIFAX and QUEBEC LINE! While deliberately reflecting upon the probability of a Union of the provinces, we were forcibly struck with the cogency and applicability of the remark made by our learned contemporary, the Toronto "Globe" upon the now greater necessity for this means of transit and travel. Our contemporary even goes so far as to argue that the construction of the Halifax and Quebec Railroad must be a precedent "fixed fast" before a Union of the Colonies can be effected. We therefore give the opinions of our contemporary, because they express our own sentiments with more perspicuity and power than ourselves could bring to bear upon the subject.

'Canada contains two millions of inhabitants, and the Lower Provinces about seven hundred and fifty thousand. Ten years from hence, the whole will embrace a population of five millions, and in twenty years ten millions. The question of their future destiny will begin to force itself on the mind of the people, as their numbers increase. Aspirations after a national name, a national position, a national literature, will grow up in their bosoms, as soon as wealth and its consequent independence, reach every quarter of the country through which they are now ma-

king giant strides. There will be a demand for the acquisition of new territory, a longing after a wider field, for the nation as it will then exist. The natural outlet for this feeling will be in the union of the Provinces, and in the absorption of the territory which now rightfully belongs to them—we mean that of the Hudson Bay Company. A magnificent state would grow from such a confederation under British protection, having all the activity and life of the American continent, yet retaining more of the virtues of the present state than the neighbouring union, and avoiding many evils which afflict that Republic. Such a power is absolutely required on this continent. The United States have already grown so large as to be threatened with disruption.

'Our own population appears to be formed from better materials than that of the United States, and its development during the next twenty years will produce more remarkable fruits. In a State peculiarly derived from and owing allegiance to Great Britain, displaying more markedly the Anglo-Saxon virtues, is to be reared on this continent, it must be formed of all the North American Colonies. It must embrace the bold coast of Nova Scotia and Prince Edward Island, with its hundred harbors, and its abounding fisheries, the great forests and fertile lands of New Brunswick, the valley of the St. Lawrence, with its boundless capacity for commerce, the rich plains of Upper Canada and their surrounding lakes, the mines of Lake Superior, and still further to the west the valley of the Saskatchewan and the cultivated lands of the Red River. Our Empire may reach, within the allotted time of many now living, even to the waters of the Columbia, and the Coal mines of Vancouver's Island.

'There are some difficulties, however, which lie in the way of a present union of the British North American Colonies. One obstacle presents itself which will continue to exist in all probability, for some years. It is the absolute want of commodious means of communication between Canada and New Brunswick. It is too absurd to contemplate the idea of men travelling over the present stage roads all the way from Halifax to transact government business he has been in the habit of doing at his own door. It is not alone for legislators; it will be necessary that much more frequent intercourse should take place between the inhabitants of the provinces generally, in order that there may be harmony of opinion on all subjects. The Halifax railway is in fact a necessity before the union of the provinces can be seriously proposed.—There is a great belt of land lying between the settlements of Lower Canada and the inhabited parts of New Brunswick which at present forms a kind of barrier between the two provinces. The march of improvement will, no doubt, clear away this obstacle soon, and the provinces will be united in their cultivated territory as well as in habits and opinions. The railway between the provinces has been entirely lost sight of amidst Mr Hincks' speculations. We trust that the discussion of the union may revive the project.'

Such is the opinion of our contemporary—an opinion which drawn logically from sound premises, deserves the consideration of us all; and we cannot but earnestly express the anxious hope that the Parliament of our province, at its next session, will do something towards effecting this desirable Union, by immediately endeavoring to 'revive the project' so deeply and fully fraught with great benefits and lasting advantages to our country. Our people were and still are strongly predisposed in favour of the Halifax and Quebec line, and therefore by calmly and decisively taking up this momentous subject, our Legislators will do at least one act calculated to "cover at least a multitude of sins," and redempto, to a certain extent, the bankrupt reputation of the much-vaunted "Radical Reform Assembly." We may add by way of consolation, we trust our brethren of the Press, who have ably and repeatedly shown and spoken of the major importance of this Railway scheme, will be now even more and more active and zealous on its behalf, and unanimously demand with the powerful voice of a FREE PRESS an immediate return to that stupendous scheme which, if adopted, must shower on the British Provinces great, transcendent and inestimable benefits: knowing also, as they must, the high honor and best advantage of New Brunswick and the circumjacent provinces, have been meanly bartered for the miserable and speculative consideration of a now exploded and evaporated expediency! Let then this effort be immediately made for our Country's early redemption; for (as the Quebec Mercury, treating on the same theme remarks:—)

'We wish no separation from Britain, present or future, or alliance with any state, but we pant for the enjoyment of that civic, political and religious freedom which the loyalty, patriotism, courage and devotion of our forefathers achieved for England, and taught us to admire and imitate.'

'A mighty power, my England,
Is in that name of thine,
To strike the fire from every heart,
Along the banner'd line;
And proudly hath it floated
Through the battles of the sea;
When the red cross flag o'er the smoke
Wreaths played,
Like the lightning in its glee!'

From the St. John New-Brunswick. THE NOTHERN PART OF NEW BRUNSWICK.

The survey of the boundary line between this Province and Canada, which has been pushed forward all the past sea-

son, is now suspended until next spring. The Commissioners, it will be remembered, are Major Robinson, R. M., named by the Imperial Government; the Hon. A. E. Botsford, on the part of New-Brunswick; and Joseph Bouchette, Esq., Deputy Surveyor General of Canada, on the part of that Province.

We hear that the portion of boundary West of Lake Temiscouata, as also the limits of the Seigneurie of Madawaska, (which form part of the boundary between this Province and Canada,) have already been surveyed and marked,—thus leaving for the labour of next season, the tracing of the line along the crest of the Highlands to the 48th parallel of North Latitude; then along that parallel to the River Mistouche, (better known as the Patapediac,) and down the centre of that river to the Restigouche, which completes the survey.

There is every reason to believe, that the territory which falls to New Brunswick in consequence of this new adjustment of boundary, is of the very finest description, not only with respect to the character of the soil, but also as regards the value of its timber.

An intelligent lumberman residing on the Restigouche, well-known and highly respected in that quarter, has written us a characteristic letter, descriptive of this new territory, from which we give some extracts in his own words:—

'My faith, Sir, but New-Brunswick has got a slap of fine country!'

'I was born in Nova Scotia, but for the last sixteen years I have followed lumbering. I know all the streams of the Restigouche, (which are not few,) up to their very sources, and have been a good deal on the waters of the St. John. I have been through Nova Scotia, and a great part of New Brunswick and Prince Edward Island; and I tell you in truth, Sir, and you may rely on my statement, there is soil in this Northern section of New Brunswick that I never set my foot on the like.'

'There is an immense tract of wilderness land between the Matapediac and the Restigouche, that might almost settle the one-half of the present inhabitants of New Brunswick, with soil as rich as a garden. You may take a cane, and by a small pressure of the hand, thrust it into three feet deep in a rich dark brown loam quite free of stone. You may stand in many places, and without turning out of your tracks, count of the finest sugar maples, from four to five hundred trees, and this I have often done for the curiosity of the thing.'

'Passing along the main post road in this Northern section of the Province, more especially in the neighbourhood of the Restigouche, the face of the country appears broken by ravines or gulches, containing small streams of water.—Then an abrupt mountain range with rough rocky cliffs presents itself, which would lead a stranger to conclude that the country was of a sterile character. But such is not the case. In the vicinity of these mountain ranges, almost universally along their bases, and the approach to them, the soil is of the very richest kind, fit for any agricultural purpose, surpassed by none, and equalled by few parts of the Province.—At the base of one of these mountain ranges, a field belonging to the Hon. John Montgomery, taking from its wilderness state and without any manure, produced four tons of hay to the acre.'

'As you ascend the lesser streams into the interior, there are small gulches putting off the main one, which generally end in a fine hardwood ridge. But when we arrive at the head of the main branches, and their tributaries, then you find great tracts of wilderness land for miles, producing land not to be surpassed in British America. Many of the first settlers are going back to the third, and some to the fourth concession, where they have taken up land and are now clearing.'

'This splendid country produces a luxuriant growth of wood, of the finest description—maple, beech, birch, elm, and all other kinds of hardwood common to our forests, with some spruce and cedar, and now and then, a good lofty pine.—Everywhere is water found of the purest kind, rising from springs, so that a man need travel but a short distance in these forests without water of the finest description to refresh himself.'

'While rambling in the woods, I have often stood on the summit of some hill or mountain, and viewing great stretches of this magnificent country, have asked myself, can it be possible that all this is made in vain? Can it be that these vast tracts, richly wooded and well watered, needing only the cultivating hand of man to make them a garden, should continue to be a habitation only for wild beasts, while there are millions of human beings without land enough of their own to rest their foot upon?'

Although the manuscript of our correspondent is rough and homely, yet it contains much valuable local information, and many sound views, of which we shall avail ourselves hereafter. His glowing description of the excellence of the country watered by the Restigouche and its tributaries, is fully sustained by Professor Johnston. Mr W. E. Logan, Provincial Geologist of Canada, Major Robinson, R. E., and Capt. Henderson, R. E., all of whom speak of it in terms of commendation.

'In crossing a portion of this fine tract of country, by the Metis road, from the St. Lawrence to the Restigouche, Professor Johnston was greatly struck with its beauty and fertility, as well as by the fact, that settlers were finding their way, there in considerable numbers, without notice or encouragement. In his "Notes of North America," Vol. 1, page 394, the Professor says:—

'These first settlers who came to, are

about 8 miles north, in a straight line, from the banks of the Restigouche River, and 1250 feet above the level of the Sea. That the crops, and culture, and farming I saw here should be possible at so high a level, shows, not only that the land is naturally good, but that this Northern climate must be far more propitious to vegetation than is generally believed,

'One thing the traveller through a region like this is surprised at, when he stumbles on a settled and cultivated tract of land, such as I was now passing through. He wonders how the people came to find it out. Who induced all these men and women to leave remote corners of Scotland, and settle in this remote corner of South-eastern Canada? The whole line of country is a terra incognita at Quebec and at Fredericton. At the seats of government of both Provinces, where they complain of how little we know of their geography at home, the spot I speak of, was absolutely unknown, and yet humble Scotchmen and their families had made choice of it, and already fixed upon it their future homes. There is an under-current of knowledge flowing among the masses, chiefly through the literary communications of far distant blood relatives, of which public literature knows nothing, and even Governments are unaware.'

After noticing the large crops generally produced by the settlers on the Restigouche, and a variety of other matters connected with this tract of country, Professor Johnston concludes by saying—(Vol. 1, page 402)—

'I insert these, and other particulars concerning this river, because it struck me from its natural beauty and fertility, and from the peculiarly healthy tone of character displayed by its present rural population, to be more worthy of the attention of those desirous of changing their homes, than either we, or the New-Brunswickers generally, are in the habit of supposing.'

It is this magnificent tract of country which is proposed to be traversed by the Halifax and Quebec railway, in its northern course to the Saint Lawrence; and we may well be desirous of being brought into communication, as speedily as possible, with this, the very gods of New-Brunswick.

SUNDAY'S MAIL.

UNITED STATES.

HEAVY ROBBERY OF GOLD DUST.—Thirty boxes represented to contain gold dust, were recently shipped from San Francisco for this city via Panama, consigned to the American Exchange Bank. Upon arrival here they were forwarded to the Mint for coinage, where it was ascertained that two of the boxes were filled with bullets and shot,—an adroit robbery having been effected, probably while the boxes were in transit. All of thirty were originally of the same size and shape, and similarly branded; but it is supposed that two of them were abstracted, and others on similar examination, it was ascertained that the spurious boxes were a trifle larger, and that the brand was not a perfect imitation of the genuine.

The property was all insured.—N. Y. Jour. of Com. Nov. 14.

There was upwards of \$15,000,000 worth of goods shipped at New York last week for foreign ports.

Michigan flour is now brought down lake Erie, through the Welland canal, down lake Ontario and the St. Lawrence to Montreal, and from thence via the Atlantic and St. Lawrence railroad to Portland where it is shipped on board steamboats for Boston, inland navigation is thus opened between the gulphs of St. Lawrence and Mexico, and profitably prosecuted.

There never was a time in St. Louis when there was such a scarcity of coal for foundries and iron manufacturers. Several of the former are closed, or almost so, and but few if any, are working full time. The stock of Pittsburgh coal, which has heretofore been used for making coke, is nearly exhausted. The Gas Company's supply will scarcely hold out a month longer, and all the coke that company can supply is not much more than a tithe of the demand.—If there is no rise in the Ohio shortly, not only the iron manufacturers must suspend but there is a strong probability that the city will be without light. It is singular that, situated as St. Louis is in the midst of an immense coal field, no coal, in sufficient quantity, has yet been obtained of proper quality for either of these purposes. Coal of the ordinary kind is now commanding 17 cents per bushel, too high by at least one half.—St. Louis Republican.

CALIFORNIA.

BURNING OF SONORA.—From McElhany, who came down from Sonora yesterday, we are gratified to learn that the conflagration did not result so disastrously as we supposed. The fire broke out about the middle of the city, and burned both ways, but its ravages were confined to a portion of the city where but little of the heavy trading was done.

The damage was confined principally to saloons, drinking houses, and small retail clothing stores, with perhaps one or two large houses. The extent of the conflagration did not exceed six hundred feet, and the destruction was similar to what would occur should the Levee burn down in Stockton, or Long Wharf in San Francisco.

Sonora is a long city and the heavy trading is done at both ends, leaving the centre as a kind of retreat, and it was this latter section that was destroyed, leaving the best portion of the town standing.—Both Ex-

press offices were destroyed, but the fire stopped before reaching the Banking house of Yaney & Bertine, on the north, and the bridge on the south. This we are told, is the utmost limit to which the flames pervaded. The loss is estimated at \$300,000.

E. B. Landay, a Canadian late from Racer country, was sleeping in the rear of Holland's Saloon, and was burned. The remains were identified by a pistol, which had been loaned to him by a friend. He was often called Jim Luudy, in consequence of having a brother of that name for whom he was frequently taken.

SOUTH AMERICA.

NEWS FROM THE PLAINS.—Messrs Graiz Brown George Alexandre and George Collier, arrived in this city on their return from the Plains. These young gentlemen went out with Major Fitzpatrick, the U. S. Commissioner who was sent out to distribute the annuities to the Indians, stipulated for under the Fort Laramie Treaty. They accompanied the expedition for the benefit of their health, and returned greatly improved. Major Fitzpatrick is detained on the Upper Missouri, but will be in the city in a few days.

Major F. was authorised to make treaties with the Camanches and Kiwas, which he succeeded in. The leading features of the agreement are these: The U. S. Government stipulates to give to the two tribes, for a limited period of time, an annuity, in goods suitable to their necessities, of \$10,000 per annum, with sundry other stipulations of minor import. In consideration of the tribes grant to the United States the right of way over their lands for common, rail, or any other kind of roads—the free and the unmolested of emigrants, &c.—the liberty to the United States to establish military posts, missions, places of deposit, &c., &c. They further stipulate, to surrender immediately all Americans or Mexicans who have been taken prisoners by them, and are now held by them, and also all such as may hereafter be taken by any of their people.—They are also to maintain a strict peace towards the American citizens.

The treaty with each tribe is the same, and so well were they satisfied with its terms, the chief's immediately despatched couriers to the various bands to communicate the substance of the treaties and requiring them to conform to them.

The Major also obtained from the tribes of Sioux, Cheyennes, Arapahoes and Kickapoes, the amendment to the treaty made by Col. D. D. Mitchell, at Fort Laramie, as required by the United States Senate. Throughout, the Indians manifested a friendly disposition. If they will maintain their treaty stipulations it will be a lasting benefit to the country.

The party made the trip from Fort Laramie to Westport by easy stages, and are the latest arrivals from that of Fort Kearny. They report the health of both posts as good, and their whole trip up the Arkansas and then across to Fort Laramie as a delightful one. Game throughout was abundant, and immense bodies of buffaloes were as far down as the Little Blue, which has not occurred before for several years. The Pawnees were hunting on the prairies and had been troublesome to the emigrants. A party of them met the mail bound out to Salt Lake, on the waters of the Little Blue, and after some purley with the driver and guard, compelled them to give up their blankets and bread, when they were permitted to proceed.

CANADA.

GREAT WESTERN RAILWAY OF CANADA.—That portion of the Great Western Railway between Hamilton and Niagara Falls, about 42 miles, was opened with great eclat on the first day of the present month, being the precise day long since fixed upon by the directors for that event. In the evening, Samuel Zimmerman, Esq., now the Railway King of Canada, gave a sumptuous entertainment at the Clifton House, Niagara Falls, at which 300 guests were present.

It is stated that this road will be extended to London, Canada West, in a few weeks, and by the first of January next, will be opened throughout its entire length to Windsor, opposite Detroit. From the fact, that the directors opened the first section of the Great Western upon the very day they pledged themselves it should be done, there is every reason to believe the whole line will be completed by 1st January 1854. It will be a highly important event for Canada West.

QUICK WORK.—The Montreal Gazette says:—The Grand Trunk Telegraph Company on Saturday last received a communication for Port Stanley, which is 26 miles from their London Telegraph offices. The message went and the answer was received in this city, in less than six hours, it having been expressed by horse to Port Stanley, from London and back, a distance of fifty-two miles in the meantime.—Quebec Chronicle.

NEW BRUNSWICK.

DARK HARBOUR.—We understand that application is to be made at the next session of the Legislature, for aid to open Dark Harbour, in the Island of Grand Maran, a sufficient depth, to admit vessels of 500 tons to enter in storms, &c. This will be the means no doubt, of saving life and property, as it is the only available harbour for 20 miles on the northern side of the Island. It is to be hoped, that the Legislature will extend liberal aid, to so desirable and important an object.—St. Andrew's Standard.

LARGE SEIZURE.—On Tuesday night last, the Officers of the Provincial Revenue seized in this harbour seventeen barrels of Yankee brandy on board a schooner from Eastport, and seven barrels of the same