

completion of a system of Railways in the Province:

The Contractors will undertake to construct and complete in a substantial and workmanlike manner, a Line of Railway, extending from the Harbor of Halifax, in a northerly direction, to Bay Verte, following generally the course laid down by Major Henderson. Also a Line branch from this to the Grand Lake, and extending to Windsor, and thence to Victoria Beach. Also a Branch from the Maine Line in the neighbourhood of Lower Stewiacke, to the Albion Mines, joining the Railroad at present in operation, from thence to the Harbor of Pictou.

The aggregate length of these Lines, with sidings, passing places, &c., is assured to be about 320 miles.

The Contractors will survey and locate the Railway—the curves and gradients being in no case inferior to those shown by Major Henderson's plans and sections deposited by the Contractors of the line from Windsor to Victoria Beach. In no case shall any curve be of less radius than 1000 feet.

The gauge of the Railways to be five feet six inches. The weight of the rails used to be 63 lbs. per yard forward, in 15 feet lengths; joint chairs of 12 lbs. will be provided of cast iron, each chair being firmly fastened into the sleeper by four wrought iron wood screws.

This proposal includes all Stations, Warehouses, Rolling Stock, Turntables, Switches, and Signals, and everything required for the efficient working of the Lines and Traffic when completed.

The price to be paid by the Government to be at a rate of £4,500 sterling money per mile, throughout the entire length of single line; two thirds of which shall be paid in Cash or Government Bonds at par, bearing interest at 6 per cent per annum, redeemable in 20 years, and the remaining one-third to be paid in the Stock of the Company.

Payments to be made monthly. Ten per cent. of payments due in cash to be retained by the Government, as a reserved fund, till it amounts to 20,000. This sum to bear interest at the rate of 6 per cent. The sum of £10,000 of this amount to be paid on the Engineer's final certificate,—the remaining £10,000 to be paid 12 months after the opening of the Line.

The Provincial Government to appoint five Commissioners, and the Contractors three, for the management of the affairs of the Company.

The Contractors will provide the following Rolling Stock:

- 30 Engines.
- 12 first-class Carriages.
- 50 second class do.
- 400 Mineral, Timber, and Goods Waggons.
- 6 Snow Ploughs.
- 32 Hand Carts and sets of Repairing Tools
- Plans, Sections, Workings, Drawing and a Report upon the construction of the Line from Windsor to Victoria Beach, founded upon data taken from a careful Survey and Levels, are submitted by the Contractors to the Government, which show in detail the mode of construction proposed to be adopted there, and through the whole system of Lines.

The workmanship and materials shall be of the best quality of their several kinds, that the neighbourhood through which the Line passes shall afford, and shall be fully equal to those upon any of the Railways constructed in England; and shall if required, before the opening of the Railways for traffic, be subject to the approval of Government Inspector of Railways in England—on whose decision the Contractors agree to abide—the expense of such examination to be paid by the party who may require his services.

JAMES SKES, By his Attorney,
JOHN BROOKFIELD.

JOHN BROOKFIELD,
GEORGE W. KING.

13, Spring Garden Road, Halifax, 19 Jan. '53.

William Jackson, Esq., on behalf of himself and Messrs. Peto, Betts, and others, is prepared to construct the Trunk Line of Railway through Nova Scotia, from the Harbour of Halifax to the frontier of New Brunswick, in either of the modes following, that is to say:

If a Charter shall be granted incorporating a Company with a Capital of £1,000,000, in 50,000 shares of £20 each, Mr Jackson, and his friends, will contract to complete the whole Road upon terms similar, and in the same style, covered by arrangements already made with the Province of New Brunswick.

The Survey of the Line to be completed by the middle of July, to cost £1500, to be charged in the cost of the Railway, if Messrs Jackson and Company do the work, and sold to and paid for by the Government if they do not.

It is assumed that the cost of the Road will not exceed £6,500 per mile, whatever it costs the funds are to be provided in these proportions.

5 per cent to cover right of way, for which Stock Certificates shall be given to proprietors.

10 per cent of Stock to be taken by the Contractors on their own account.

35 per cent for which Bonds of the Company will be taken by the Contractors.

25 per cent of the stock to be taken by the Government, for which their Bonds, bearing interest at 6 per cent, and payable at periods not to exceed twenty or thirty years, shall be taken by the Contractors at par.

25 per cent to be paid in Cash or in Bonds of the Province, bearing the same rate of interest and redeemable in the same way.

The Government to appoint 4 Directors, the Contractors 2, and the Shareholders 4.

Principal, and interest at 6 per cent on the 25 per cent of Bonds or Cash to be advanced by the Government, to be secured by mortgage as a first charge upon the Railway.

The 35 per cent of the Company's Bonds to form the second charge, and be secured in like manner.

The price to be paid for the work to be sanctioned by an Engineer of known eminence, to be appointed by the Government.

W. JACKSON.

Mr Jackson and his friends will organize a Company, and subscribe or raise one half of the funds required, on receiving Provincial Bonds or Cash for the other half, the advances made by the Government, with interests thereupon, to form a first charge on the road when completed.

* Assuming Canada Bonds to bear 15 per cent. premium in England, whatever the difference may be of Nova Scotia Bonds in the market, Mr Jackson is to have the advantage of.

W. JACKSON.

Should the Legislature prefer that the work should be constructed on the Government account, and be owned and managed for the benefit of the Province, then Messrs Jackson and Company agree to complete the whole in time to open simultaneously with the Road through New Brunswick, and to receive payment in Cash, or in Provincial Bonds at par, bearing interest at 6 per cent.

All sums mentioned to be sterling money, and all interests and dividends to be paid semi-annually in London.

W. JACKSON.

* This clause to be struck out.

The Sun of Monday says:—The parliamentary business of Saturday, was remarkable only for a lucid and able speech from the Hon. the Provincial Secretary, on Railway matters,—a report of which will be given, if at all possible, in to-morrow's Sun. The papers having reference to Railways, will be submitted to the House to-day.

The same paper of Tuesday contains the following paragraph. Owing to some misunderstanding between the Reporters and the House of Assembly, arising out of remarks made on Saturday by the Financial Secretary, the Hon. Mr Howe's Speech on Railway matters, reported by the Committee, has been withheld from the Sun. This pleads our apology for its non appearance to-day, as promised.

None of the papers received contain the Honorable gentleman's remarks.

On Monday Mr M. Wilkins, introduced into the Assembly a series of Resolutions on the important subject of the Fisheries. The Provincial Secretary said—It were as well, sir, that this matter should be fairly understood. I may, therefore, at once state that in the correspondence which has already taken place, the local government have not failed to request the Colonial Secretary, in the strongest manner, that no negotiation may be concluded having reference to the fisheries, without the Colonial Legislatures being first consulted.

The Address in answer to the Governor's Speech, after a protracted debate, passed by a vote 18 to 26.

GRAND JURY PRESENTMENT.

Next week we shall present our readers with this important paper.

We are not prepared to state what action the Magistrates in Session have taken on the various subjects recommended to their consideration by the Grand Jury, but we think that some provision should be made by them, to give more extended information respecting their proceedings while in session. Such a measure would give much satisfaction to the public. At present but little is known of what transpires on the bench, except from the report of individuals whose business may compel them to be present, consequently very erroneous reports get abroad, anything but creditable to that body. To obviate this evil, and put the public in possession of correct information, we would suggest, as we have done before, that the Clerk be instructed to put us in possession of a copy of their proceedings while in session, which we will at all times cheerfully publish, free of charge.

If the Deputy Clerk will transmit to us a report of the Resolutions passed at the recent Sessions, we should feel obliged, and remunerate him for any extra trouble he may be put to in consequence.

RAILWAY NEWS.

We are indebted to the New Brunswick-er for the following satisfactory information respecting the Railway.

We learned from Fredericton by telegraph yesterday, that the two important Railway Bills passed at the special session of the Legislature in October last, for the purpose of carrying out the Contract with Mr Jackson and his associates, have received the formal assent of Her Majesty in Council. These bills will be published in full in the Royal Gazette of to-morrow, with the official announcement of their having become laws of the Province.

Letters dated the 8th inst. were received by the last English mail from Mr Henry Jackson, son of Wm. Jackson, Esq., M. P., stating that his father was in Paris, on business connected with railways in Savoy, the con-

struction of which he and his associates have undertaken.—Mr Henry Jackson further states, that the Contractors meet with great difficulties in procuring ships and labourers to come out to New Brunswick in the spring.

The splendid Packets of Messrs. J. & R. Reed will no doubt give much facility in forwarding railway workmen and the necessary mechanics to this port; while the difficulty in procuring labourers will very likely be overcome by energetic action and unusual exertion, both which will be necessary to divert some portion of the tide of emigration now flowing so strongly to Australia, toward this Province.

THE SHORTEST DAY.

The Editor of the Albany Journal furnishes the following humorous sketch of the shortest day of the year—21st December.

To-day is the shortest day of the year, and a miserable little dwarf he is. We took a personal dislike to him early this morning, when he first thrust his ugly black face into the window. A lazy vagabond, that doesn't get up until nearly eight o'clock, and takes himself off to bed again before five. A cold, stony hearted little wretch, tweaking beggars by the nose instead of giving them a penny. A mischievous scamp, he commenced throwing snow down on the children when they were going to school this morning, and then went off whistling around the corner, as if it wasn't him. A scapegrace, who disappoints all the fond anticipations that have been formed for him. Here was his godfather, the almanac, promised ever so long ago, that when he came he would bring lots of fun and sleigh-rides. And now it turns one that he hasn't a generous spark in his disposition, nor a gleam of sunshine in his whole character. One comfort is, he can't last long. For our own part we mean to get rid of him as summarily as possible. We flatter ourselves we have wasted a good part of him already, and the rest we intend to burn up. With the help of a blazing coal fire, closed shutters, and plenty of candles, Providence permitting, we'll make an *auto da fe* of him before half-past four o'clock.

CARLETON AND VICTORIA.

We have much satisfaction in copying the annexed paragraphs from the Carleton Sentinel. Imperfect as the Municipal Law is, the inhabitants of that fine County had the good sense to accept it, and it would appear, are well pleased with the acts of their municipal officers. Victoria is preparing to follow their example.

The inhabitants of this County made one attempt at introducing Municipal Institutions, but it failed from the strenuous opposition it met with in certain quarters, principally from the Magistrates, and the apathy of the inhabitants, who would not take the trouble to proceed to Newcastle to record their votes. Of one thing we feel persuaded, that the affairs of the County will never be satisfactory conducted until there be an alteration in the system, or a change in the men on whom the duty now devolves.

OUR COUNTY.—The County of Carleton holds out greater inducements for settlers at this moment, than any other county in the Province.

Her ungranted lands are fertile, cheap, easy of access and plenty. Her markets are good, all kinds of produce bringing cash and fair price. The inhabitants are intelligent and enterprising, and have in many things dropped the apron strings of Government, and are busily engaged learning how to govern themselves. This is the only County in the Province that has yet accepted a Charter of Incorporation.

We learn that a movement has been made in Victoria County, in favor of an application for a Charter of Incorporation. A Public Meeting has been held for the purpose of taking the necessary steps to ascertain the views of the People in the matter, and a petition is in course of signature, requesting the High Sheriff to call a Public Meeting, for the purpose of testing the question.

RAILWAY BILLS.

The Royal Gazette received by the Fredericton Mail on Saturday, contains the Railway Bills passed by the Legislature of this Province, with the notification that they have, with the advice of the Privy Council, received Her Majesty's confirmation.

Marriages.

At Black River, on the 26th instant, by the Rev. J. Snowball, Mr HUGH McLEAN, to Miss JANE McLEOD, both of the same place.

Dissolution of Partnership.

The Partnership heretofore existing between the subscribers, is this day dissolved by mutual consent.

K. B. FORBES.
WILLIAM FORBES.

Chatham, 21st January, 1853.

The *Drug Business* will still be carried on in all its branches, by the Subscriber in his own name.

WILLIAM FORBES.

CROWN LAND NOTICES.

CROWN LAND OFFICE,

January 19, 1853.

The right of Licence to cut and carry away Timber and Lumber from berths applied for by the following persons, in the under-mentioned situations, will be offered for sale by Public Auction at this Office, at eleven o'clock in the forenoon of Wednesday the 2d day of February 1853. Sale to commence at noon.

(Surveyed Lots of Land heretofore applied for, and improved to the value of ten pounds, are excepted.)

In the event of competition, the purchaser will be required to make payment within half an hour after all the berths advertised have been offered; and in case of default, the berths not paid for will be offered for sale immediately.

Name	Sq. Miles.	Situation.
W. R. Price	2	S. W. Miramichi
George Pitfield	3	Pollet River
Alex. McGiath	2	do

R. D. WILMOT, Sur. Gen.

CROWN LAND OFFICE.

January 17, 1853.

The Mining Rights secured by the Crown in the Grants of the undermentioned Lands, containing in the whole 1,760 acres, will be offered for sale by Public auction, at this Office, on Monday the 21st day of March next, at noon, agreeably to the accompanying Regulations:—

In the Parish of Dundas, County of Kent.—The part of the Grant to Humphry Gilbert and others which lies north of Cocagne River.

The first Tract in the Grant to James Peters, Junr., and others, north of Cocagne River.

The first Tract in the Grant to Milliscent Nevers, north of Cocagne River.

R. D. WILMOT, Sur. Gen.

CROWN LAND OFFICE.

January 3, 1853

The undermentioned Lots of Crown Lands will be offered for sale by Public Auction, on Tuesday the first day of February next at noon, by the respective Deputies at their offices, agreeably to the Regulations of 11th May 1843, and no sale on credit will be made to any person who is indebted to the Crown for previous purchases.

(The right of granting Licenses for the cutting of Logs and Timber is to be reserved by the Government, after the Land has been surveyed and improved to the value of not less than ten pounds, until the first day of May next following such survey and improvements.)

(No person is allowed to hold more than one hundred acres payable by instalments.)

RESTIGOUCHE.

By Deputy Sadler, at Dalhousie.

103 acres, lot 31, block 1, Addington, D. T. Fraser.

GLOUCESTER.

By Deputy Carruthers, at Bathurst.

100 acres, lot 13 (front), block 41, New Barron, J. B. Read.

GLOUCESTER AND NORTHUMBERLAND.

By Hon. James Davidson, at Newcastle.

96 acres, lot 52, block 18, Saumarez, J. Walsh.

60 acres, lot 100, block 1, Alnwick, J. Bowie.

KENT.

By Deputy Douglas, at Buctouche.

172 acres, lots 68, 69, Saint Anthony, Baptist Legere.

100 acres, lot 75, block 5, Wellington, P. Hebert improved.

50 acres, lot 77, block 5, Wellington, J. T. White.

60 acres, lot 59, block W, Weldford, John Potts.

By Deputy Merzeral, at Richibucto.

100 acres, lot 93, block S, Richibucto, J. F. Daigle.

50 acres, lot 48, block 15, Carleton, P. M. Merzeral.

R. D. WILMOT, Sur. Gen.

NEW BRUNSWICK.

HOUSE OF ASSEMBLY

The following were adopted as standing Rules in the Session of 1851:—

37th.—That no Bill of a private nature, or Petition for money or relief, shall be received by the House after the fourteenth day from the opening of the Session, both inclusive; and that the Clerk of this House do, one month previous to the meeting of the Legislature, cause fifty printed copies of this Rule to be sent to each of the Clerks of the Peace in the several Counties for distribution, and cause the same to be inserted in the Royal Gazette, and two Newspapers in such County where Newspapers are published.

38th.—That this House will sustain no application for allowances to Teachers of Common or Parish Schools, unless it shall be certified by at least two Trustees of Schools for the Parish where such School has been taught, shewing the time actually taught—the Teacher to be licenced—the cause why such Teacher was not certified to the Sessions in the ordinary way—and that such Teacher was not compelled to discontinue his or her School on account of any improper conduct.

CHAS. P. WETMORE, CLERK.