# The Courier.

SATURDAY, JANUARY 31, 1852.

The political Railway schemes which have [be]en agitating the public mind in these Colonies [du]ring the past nine months, and which have [pr]oduced so much delusive hope, sectional jealousy, and acrimonious feeling, having been rendered entirely nugatory, in the first place, by [the] decision of the Canadian and New-Brunswick Governments that any Railway to connect the Colonies must take the shortest way to the Atlantic seaboard; and, in the next, by a despatch from the Colonial Office, intimating that it had never been intended to lend assistance to the European and North American Railway, and that no further aid was contemplated than that set forth in Mr. Hawes' letter, which means, we presume, that the *impossible* conditions would still be insisted on; and private enterprize having, in the meantime, been nearly driven from the field, disgusted and disheartened, the public were agreeably surprised, on the arrival of the mail, to learn that intelligence had been received of the formation of an association in London, through the indefatigable exertions of Mr. Archibald, with the object of constructing our Railways and colonising the country, on terms that will involve no risk to the Province, and no further burthen than can easily be borne.

As the details of the scheme had not been fully matured, we can only say generally, that the plan is substantially the same as that presented to the Delegates at Toronto, with this very favourable difference, that the Association will construct the New-Brunswick Railways irrespective of the action of Canada and Nova-Scotia, and that instead of *fifty* thousand a year, which was then required, our two Trunk Railways—one from Amherst to Calais, and one from the seaboard to Canada—will be constructed and worked for a bonus of thirty thousand a year for twenty years, and a grant of four million acres of land for the purposes of colonization. That this offer will be at once accepted by our Government and Legislature, we cannot doubt. Such an opportunity for the introduction of wealth, enterprise and population, was never before presented to a Colony, and can only be accounted for by the abundance of money in England, and the difficulty of procuring a secure outlet for capital and enterprise on the Continent.

The names of the parties who form the Association, Messrs. Jackson, Petto, Brassey, Betts and others, are a sufficient guarantee that there will be no lack of capital or enterprise for carrying out the construction of the Railways, and the speedy peopling of our wilderness, in a most satisfactory manner.

It is almost needless to waste words in trying to show that this mode of obtaining capital for our Railways, is infinitely preferable to that suggested by Mr. Howe. In this case, we know precisely what we have to pay, *and we are quite able to pay it.* We run no risk whatever. We retain the sole management of our revenues; and instead of being obliged to impose fresh taxes, the increased population and expenditure of money will enable us to embrace any offer of reciprocity, to intersect the country with roads, and to spread the benefits of a free education. Instead of having our whole resources locked up in one enterprise, we will have something to give in other directions. Branch Railways from the Bend to Miramichi, and some time or another, to Restigouche, and a branch from the trunk line to Fredericton, will now be quite within our power; and what is better than all, while getting all the benefits of the Railways, and the expenditure of the capital, we are only asked to pay for twenty years what would be less than the interest on one-third of the amount expended amongst us, *and we will never be called on to refund the principal.* The money will be laid out here, just as much for our advantage and benefit, as if we borrowed it, and had to return it with interest.

And who will say but that if we spent another twelvemonth in maturing a new political scheme, with all the annoyances of Delegations and extra Sessions, that it would not be wound up, as the former one was, by a cool intimation that, as in diplomacy words have always two meaning, what was white is now black, and that "you can't have the money?"

But, as we said before, if any are so blind as not to see the advantage now offered to us, it were vain to attempt to reach them by argument.

## NEW RAILWAY SCHEME!

We received the following by Telegraph from Halifax to-day. It will be seen that it is proposed that New Brunswick shall construct five-twelfths, or nearly one-half, of the Halifax and Quebec Railroad! The men who could think of such a thing must be moon-struck; and of course there is now no room for delusion as to the funds for the European and N. American road or as to a modification of the terms.

This forms a climax worthy of the silly and shuffling Railway diplomacy of the past nine months.

*Halifax, January 31.*

**Parliamentary Doings.—Canadian Proposition.**

Yesterday afternoon, the Hon. the Provincial Secretary laid upon the table of the House, copy of the Railway correspondence, which was read by the Clerk. The hon. gentleman referred to the fact that the question as solved by the Legislature in extra Session, had not been disposed of by a party vote, and trusted that the re-consideration of it, now rendered imperative, would be met in a like patriotic spirit. The Government were not in haste to propound any new scheme, that is, "upon the particular responsibility of the Cabinet.—However, if the House insisted upon it, that it should be otherwise, the Cabinet would not shirk it."

The final proposition of the Delegates from Canada is this—"that a line should be constructed on the joint account of the three Provinces, as suggested at Toronto, but that Nova-Scotia shall be only called upon to take an interest of One-Fourth, while New-Brunswick shall be required to take Five-Twelfths, and Canada One-Third,—that is, of the cost of the Road reaching from Halifax to Quebec —the weight of making the complement of the route from that city to Detroit River, falling exclusively upon Canada.

We have been taken to task by a writer in the *Head Quarters*, for our remarks on the new School Bill. While affecting to set us right, we do not see that he has met one of our arguments fairly. We stated that it was vain to expect educated men of good character and standing to remain as Teachers at salaries not exceeding the wages of common labourers.

In this country farm labourers and lumberers obtain from $6 to $10 per month, and their board. The School Bill provides that teachers shall receive from £18 to £30 per annum from Government, which is precisely the same amount of money wages; and it is a well-known fact, that in ninety-nine cases out of a hundred the compensation Teachers receive from parents does not exceed the cost of board, and very generally is paid in board, and that from house to house. Does "*Senex*" mean to say that a properly qualified Teacher is fairly remunerated at the above wages, and that he will remain contented in that employment an instant longer than until he find some more congenial pursuit? To obtain, and retain willing and zealous workers in any calling, a subsistence must be provided suited to their wants and station. Again, [illegible] the assessment principle of the Bill, the [illegible] of wages offered, £7 10s., is not, in [illegible] sufficient inducement [illegible] adoption [illegible]nt is [illegible] vin- [illegible]ng of [illegible] Class [illegible] of a [illegible] by as- [illegible]rly, and [illegible] asserting that [illegible] excessive wages [illegible]er? [illegible] or shopman would not be [illegible] should a man with the [illegible]acter of a gentleman [illegible] pittance, because [illegible]nd responsible [illegible] at fault [illegible] tion of [illegible]

by a North-East passage to the East Indies, and afterwards by a North-West passage to the Pacific Ocean. The value of the acquisitions made to geographical knowledge by the attempts of early navigators to achieve a North-West passage—(the existence of which is still uncertain) —was commented on and fully estimated by the Rev. lecturer. Those intrepid early navigators, Gaspar de Cotereal, Sir Hugh Willoughby, Richard Chancellor, and William Barentz, were cited as having attempted the North-East voyages; and Frobisher, Davis, Baffin, Hudson, Ross, Parry, and Sir John Franklin (still, we would fain hope, to return to his native land,) as connected with North-Western discoveries. The importance and interest of the subject precluded the possibility of the lecturer treating of what has been done by modern navigators so fully as is desirable, and we hope to see the subject resumed by him at an early date.

The lecture was illustrated by a beautiful Map, the production of that excellent draftsman, Mr. G. N. Smith, of this City.

The Rev. W. Ferrie, A. M., will lecture on *American Slavery*, on Monday evening next.

Fire.—On the morning of Thursday last, a fire broke out at Belvoir Cottage, Southstream, Upham, the residence of the Rev. J. R. Lawson, by which the building was in a short time totally consumed; but we are glad to learn that by the spirited exertions of friends and neighbours, almost all the furniture and family stores were saved, and without any material damage. A partial insurance, we learn, had been effected on the building and its contents, to the amount of £250. We understand that it is the intention of the proprietor to proceed forthwith in the erection of another cottage.—*Observer.*

A two story House, nearly opposite the Rev. Mr. Irvine's Church, in Great George-street, was partially consumed by fire on Wednesday morning, between one and two o'clock. The several Fire Companies were early on the ground and displayed their usual activity in arresting the progress of the flames.—*Witness.*

## LEGISLATIVE SUMMARY.

*Monday, January* 26.—The House went into committee on the bill for the Protection and Collection of the Revenue, and fifteen sections were passed. One of these goes to fix the salaries of Deputy Treasurers, but the blanks were not filled up, as the House was very thin at the time. The principal amendment pointed out, was that of empowering the next in office at any outport, on the decease of a Deputy Treasurer, to act in his place until another is appointed. The Attorney General having to attend a meeting of the Executive Council, progress was reported.

Capt. Robinson read the report of the committee on the petition to make Grand Manan, West Isles, and Campo Bello, free ports. The committee recommended that these Islands be relieved from the operation of all Revenue laws—that goods entered be liable to 1 per cent., to be expended on the improvement of the place where collected, and that the Lieutenant Governor have authority to make ordinances for the regulation of the several ports. A bill to carry these recommendations into effect was read a first time.

*Wednesday, Jan.* 28.—The bill to erect the Parish of St. James', in the City of St. John, was altered on the third reading by agreement—the objectionable words and the amendment were all expunged.

Progress was made in the Revenue Bill to the 51st Section. One provision of this bill is, that Consignees must enter their goods within three days after the arrival of the vessel.

The despatches relating to the abolition of the Judges' Fees and the remonstrance of the Judges were laid before the House. Judges Carter, Street, and Wilmot remonstrate against the abolition of fees, unless they are commuted for one hundred pounds per year, on various grounds.

Mr. Botsford asked if Government were prepared to take any steps to carry out the bill of last year, or if they proposed to submit tamely to the dictation of the Despatches.

The Attorney General replied, that he would answer to-morrow.

*Thursday, January* 29.—Many members were absent from the House to-day, serving on various Committees.

Several unimportant Bills passed in Committee. Such as the Bill to amend the Registry Laws, Bills of incorporation and others.

Further progress was made in the Bill for the collection and protection of the Revenue; three clauses of this Bill were reserved for discussion.

The Bill to amend the Law relating to the Burnt District in St. John was committed. It was opposed by Mr. Partelow. Messrs. Needham and Wilmot supported it. Progress reported.

In reply to Mr. Botsford's question of Yesterday, the Attorney General said the Government did not introduce the Bill for the abolition of the Judge's fees last Session, nor did they intend to introduce one now.

Mr. Botsford then introduced a Bill for this purpose.

Mr. Needham moved for a copy of the grave remonstrance made by the Executive to the Home Government, respecting the appointment of the Judges. This was opposed by the Attorney General and Mr. Wilmot, but the motion passed.

*Friday, Jan.* 30.—There was a long discussion to-day on the Bill to Tax Wild Lands—the principle of the bill was generally approved. Progress reported.

The Bill to amend the Act for extinguishing Fires in the City of St. John passed. Also several other private bills.

There was a long discussion about Magistrates Returns. Every Magistrate in the house denied making anything out of the office—many of them made no returns at all. On motion of Mr. Cutler the matter was referred to a Committee.

The great Temperance petition was brought in by Mr. Scoullar.—A Bill founded thereon was brought in and read a first time.

Mr. Partelow stated that some other Railroad Despatches had been received. Mr. Hanington gave notice that he would move for them to-morrow.

In reply to the address moved by Mr. Needham, the Governor replied that he would furnish a copy of the memorandum of Council, which he supposed was the grave remonstrance requested.

Many committees sitting, nothing else of moment done in the house.

*Saturday, Jan.* 31.—Very little done in the House to-day.—Acts to incorporate Agricultural Societies passed.—Mr. Botsford introduced a Bill to secure the independence of the Courts of Law.—Several Committees sitting.—House adjourned.—*Telegraph to News Room.*

We publish below a portion of the despatches which have passed between Sir John Harvey and Earl Grey relating to the *disputed reading* of the celebrated Hawes' despatch. As usual in disputes, there is much to be said on both sides; but, on the whole, we think the Noble Earl has the right of it.

Notwithstanding Mr. Howe's assertions, his reading of the despatch was not the universal one by the Press and people of the Provinces. We, in common with a great many of the people of this Province, never believed that it was intended to advance a loan for the European and North American Railway; [illegible] it was not until the much-talked-of *Bank[illegible]lour* meeting, in August, that the Hon. Mr. Gray announced his conversion, or, as it has turned out, his *perversion*, to that view of the case.

Be that as it might, a statesman charged with the destinies of nations and people, cannot be excused for making mistakes. Far less should he be forgiven for having, by a forced construction, backed by hints of private information and confident assertions, led away a whole people from a well-considered enterprize, to which they had pledged their faith, and on the accomplishment of which their prosperity depended.

A diplomatist who is not honest, and cautious, and prudent, and far-seeing, has mistaken his calling, and should be brought to the knowledge of it.

If he had only made a fool of himself, he might have been excused; but, unfortunately, he has be-fooled all who believed in him.

By the last despatch it appears to be settled, first, that the money will not be granted for the European and North American Railway, and second, that no modification of the terms will be conceded.

As even in Nova-Scotia, no approach was attempted to "the permanent taxes as well for the interest as for a sinking fund," and as none of the Provinces would think of submitting to such terms, we trust the farce of negociating farther in the matter will not be entered upon.

*Halifax, December 11, 1851.*

May it please your Excellency—

As the mail for England closes this evening, I deem it a duty which I owe to the Right Honorable the Secretary of State for the Colonies, no less than to your Excellency, to lose no time in offering such explanations as appear to be demanded of me by the tenor of the Despatch from His Lordship, No. 292, dated 27th Nov., [illegible] into my hands. [illegible]tch with regret, and deep [illegible] from your Excellency. [illegible] importance the suc[illegible] been the advocate, I [illegible] Majesty's Govern[illegible]sented them to [illegible]hat Despatch, [illegible] unavailing [illegible]hich must [illegible] of the [illegible]e, and [illegible]cell-ency for a moment, the inevitable consequences of the decision which it communicates, I am now only solicitous that your Excellency should be convinced, that, however I may have misinterpreted the views of Her Majesty's Government, I have acted throughout with candour and good faith.

In my first letter to Earl Grey, dated 25th November, I set forth, at large, the advantages, not only to maritime Provinces but to the Empire, of a line across Nova-Scotia and New-Brunswick, to shorten the time required to make the passage between Europe and America, and secure to our own ports the advantages of ocean steam navigation.

I pointed out the danger of allowing this line to be made by Foreign Capitalists, at high rates of interest, and assuming that it would be so made if the British Government did not interpose, claimed the guarantee for it, under the impression that the Line of the St. Lawrence had been abandoned.

In my second letter, of the 16th January, a wider range was taken. The extent, value, and political and industrial importance of the provinces was argued; and, assuming that it would be good policy for the mother country to aid them by guaranteeing or advancing funds for their internal improvements, I reasoned upon the construction of the two great lines of Railroad in which they were interested, and treated them as indispensable portions of one great scheme.

I never dreamed that New-Brunswick would assume the responsibility of making the northern line unless the European were provided for, nor have I ever entertained that opinion. The following passage near the close of the letter of the 16th of January, shows that in referring to that Province I assumed that she had two lines to make, for which provision must be made:—

"Although having no authority to speak for the other colonies, I may observe that the Province of New-Brunswick, which lies between Nova-Scotia and Canada, has, in addition to her ordinary sources of revenue, 11,000,000 of acres of ungranted lands. She might pledge to Her Majesty's Government the proceeds of as many millions of acres of these lands, *along the lines to be opened*, as might be necessary, in addition to the pledge of her public funds, to secure this country from loss. The troops might be employed and settled in this province also. The lands pledged could be sold to emigrants, the British Mails and Soldiers would be transported at fair prices, and the amounts might be carried to the credit of the *loans*. I believe that New-Brunswick could, if moderately aided, ultimately make *her great lines*, absorb and provide farms for millions of emigrants, increasing the home market for British goods by the annual amount of their consumption, and in a very few years pay any loan she may require to contract, without costing England a farthing."

On the 10th of March I received Mr. Hawes' letter, containing the passage quoted in Earl Grey's Despatch. "It is also to be understood that Her Majesty's Government will by no means object to its forming part of the plan which may be determined upon, that it should include a provision for establishing a communication between the projected Railway and the Railways of the United States."

Having urged that provision should be made for both lines, and being satisfied that the one ranked far higher in the estimation of New-Brunswick than the other, I did not for a moment suppose that the line which she valued most was to be excluded from the advantage of the Imperial guarantee, or that she could be tempted to aid the other colonies to make a national Highway, leaving her chief commercial city without any connexion with Great Britain, the United States, or the other colonies, by the work for which her Revenues were to be so deeply pledged.

Had I so interpreted this passage of Mr. Hawes' letter, I should at once have abandoned the negotiation as hopeless, for I believed then as I believe now, that New-Brunswick will never consent to pledge her Revenues to make a northern or central road, unless the European is included in the arrangement.

If she has to make one road with money costing 10 per cent., she will of course make that which is to her of primary importance.

She can make but one if either is to cost so much, and the line to Canada must be postponed until her resources increase. It is unfortunate that this matter should have been misconceived, and the blame must rest entirely upon me, for nothing could exceed the frankness and unreserve with which I was treated by Earl Grey upon all occasions.

That I never understood Mr. Hawes' proposition to include less than I have assumed, is apparent from my report to Mr. Keating, dated two days after its receipt:

"I have now the honor to enclose a copy of a letter addressed to me on the 10th inst., by Mr. Hawes, in which the Lieutenant-Governor will be gratified to perceive that my mission has resulted in the determination of Her Majesty's Government, to propose to Parliament to advance or guarantee the funds which may be required by the three North American Provinces, to make a Railroad from Halifax to Quebec or Montreal, including a line of connexion across New-Brunswick, with the Railroad lines of the United States."

At the public meeting held at Masons' Hall shortly after my return, I explained the offer of Her Majesty's Government, as I have ever understood it until to-day. After describing the generous terms proffered, and the policy to be pursued, I used this language:—

"Three hundred and thirty miles will connect us with Portland; with all the lines which interlace the American Republic, and bind together the prosperous communities of the south and west. Six hundred and seventy miles more, opening up the central lands and settlements of New-Brunswick, will not only connect us, as we originally contemplated, with Quebec and the St. Lawrence, but passing through one hundred and eighty miles of settlements on that noble river, will place us in communication with the populous city of Montreal, which will soon be in connection with Portland on the other side; the circle being thus complete, and chains of inter-communication established, easily accessible by shorter lines, to all the rising towns and settlements which that wide circuit will embrace."

At the meetings held in New-Brunswick, whenever charged with abandoning the Portland line, my invariable answer was, that *provision* had been made for it, and that both lines could be built for the same price, with the Imperial guarantee, that one would cost without it.

Mr. Chandler and myself went to Toronto in this belief: neither of us would have gone with any other, for we both know that New-Brunswick would be no party to any arrangement which threw her funds into a comparative wilderness and left her chief commercial cities in a state of hopeless isolation.

In my report of the proceedings at Portland where Mr. Chandler and I passed some time, secured *provision* for the branch line to the United States was propounded in vindication of the good faith of the Colonial governments. In the report of the results of the negociations at Toronto, it was distinctly stated, that in consideration of Nova-Scotia consenting to make one third of the road to the St. Lawrence, "New-Brunswick should construct the Portland line, *with the funds advanced by the British Government*, at her own risk."

To this engagement we have bound her in the Bills recently passed, in one of which it is expressly declared, "that this act shall not go into operation unless provision be made by the province of New-Brunswick for the construction of a branch line from some convenient point of intersection with the main trunk line to the River St. Croix."

The presence of this clause shows the interest which Nova-Scotia, as well as New Brunswick, has in the branch line. This province would never have consented to make eighty miles beyond her frontier, of the northern road, except with the certainty of securing both.

With the traffic of the European line added to its own, the northern line will pay. Standing by itself the risks would be too great to tempt either of the maritime provinces, unaided, into the speculation.

I deeply regret that any misconception upon this important point, propagated and reiterated in a variety of public documents and speeches, most of which were transmitted to the Colonial Office as they appeared, should have been corrected so late.

Nova Scotia will have to charge to one over zealous in her service the cost of an extra Session of the Legislature, ending in disappointment.

New-Brunswick will have received the intelligence in time to shape her Legislation to suit her obvious interests.

What course your Excellency's Government may deem it prudent to pursue, in the altered circumstances in which they stand, there is but little time to consider; but I would respectfully suggest, that laws passed the three branches under an entire misconception, should not be submitted for the Queen's assent until after parliament meets again. I have, &c.

(Signed) JOSEPH HOWE.

His Excellency Sir John Harvey, &c.

*Downing Street, January* 9, 1852.

Sir,—I have to acknowledge the receipt of your Despatch of the 11th December last, enclosing a Report by Mr. Howe on the subject of his having misinterpreted the views of Her Majesty's Government in undertaking to aid the North American Provinces in the construction of an Inter-colonial Railway. I have also received your subsequent Despatch of the 24th December, enclosing a second Report from that gentleman on the same subject.

2. I greatly regret that a misunderstanding should have arisen respecting the extent to which Her Majesty's Government would be prepared to recommend, that the Loan to be raised by the Provinces for this purpose, should be guaranteed by the Imperial Parliament. I do not of course doubt Mr. Howe's assertion, that I failed to make him understand my views on this question, as I certainly failed to detect the misconception with regard to them into which he had fallen, nor did I for a moment suppose till I read your speech on opening the late Session of the Legislature of the Province, that my Despatches and Communications on this subject, were construed to bear any other sense than that which they were intended, and still, in my opinion, appear to convey.

3. From a perusal of these Reports, I observe, that Mr. Howe, in explaining the view which he has taken of the proposal of Her Majesty's Government, dwells, not so much on the letter of Mr. Hawes of the 10th March, 1851, in which the decision of Her Majesty's Government was communicated to him under my direction, as on the language which he has himself held since his return to America, in reference to his communication with me, and upon his having assumed throughout those communications, that New-Brunswick would not be ready to join with Nova-Scotia and Canada in the construction of the proposed line of communication from Halifax to Quebec, except upon the condition that the arrangement should embrace, in equally favorable terms, a provision for a branch line between the projected Railway, and the Railways of the United States.

4. As to the first of these statements, I have to observe, that I perceive, now that my attention has been drawn to them, that there are, in some of Mr. Howe's Reports, addressed to the Government of Nova-Scotia, and in his letters and speeches which were communicated to me, expressions which I ought to have understood to imply that he expected Her Majesty's Government to make an application to Parliament for assistance for both lines. I can only account for my having failed to perceive this, by supposing that, owing to the very great length of these papers, I must, in reading them, have overlooked the particular expressions to which my attention is now directed, or have read them with so full a belief that Mr. Howe was well aware of the limits within which Her Majesty's Government proposed that the assistance of Parliament should be confined, as to have attached to them a different meaning from that which they were intended to bear, by supposing that Mr. Howe meant to say that both lines were to be executed, but only one with the assistance of Parliament.

5. Adverting in the next place to the other statement, I have undoubtedly always understood, that it was unlikely that the people and Legislature of New-Brunswick would be disposed to enter into the plan of the Quebec and Halifax Railway, unless the Portland line could also be constructed. At the same time, I believed that I had made it fully understood, in the repeated conversations which I had with Mr. Howe, and in interviews with other persons interested in the New-Brunswick Railways, that the view which Her Majesty's Government took of the subject was, that looking to the very great number of important public works projected, in almost every British Colony, and to the extent of the demand for the assistance of this country in completing them, that assistance could not be given, without inconvenience and risk, unless it were strictly limited to objects calculated to promote some important interests of the empire at large, and not merely of some individual Colony. The projected line from Halifax to Quebec answered this description, because its construction tended to draw closer the bonds uniting the North American Provinces with each other, and with the mother country; but the various other Railways that were projected, though no doubt calculated to be very useful to the several Provinces, would not have had any such important bearing upon the interests of the Empire at large; and it appeared to me, therefore, that they ought to be executed by the Colonies interested, or by private enterprise, when practicable, but without any responsibility being incurred by the mother country for the expenditure.

6. The Despatches, addressed to the respective Governors of the Colonies, and the letter of Mr. Hawes, will be found to be in strict conformity with this view of the subject; but the principle is laid down so clearly in the following extract from Mr. Hawes's letter, that it will be unnecessary to cite any other passage in support of what I have stated:

"In the first place, as Her Majesty's Government are of opinion, that they would not be justified in asking Parliament to allow the credit of this country to be pledged for any object not of great importance to the British Empire as a whole, (and they do not consider that the projected Railway would answer this description, unless it should establish a line of communication between the three British Provinces) it must be distinctly understood, that the work is not to be commenced, nor is any part of the Loan for the interest on which the British Treasury is to be responsible to be raised, until arrangements are made with the Provinces of New-Brunswick and Canada, by which the construction of a line of Railway passing wholly through British Territories, from Halifax to Quebec or Montreal, shall be provided for to the satisfaction of Her Majesty's Government."

7. I must also add, that New-Brunswick being, in the opinion of many of its inhabitants, more interested in the southern line, my belief was, that contemplating the execution of this line by such means as could be found without the assistance of Parliament, the people of New-Brunswick would find a great advantage in the execution of the Halifax and Quebec line by the assistance of Parliament, because this would provide for the execution of that portion of the line through Nova-Scotia which would be common to both, without requiring that the capital should be provided on the spot, and would thus leave a large amount of such capital available for the line which New-Brunswick was to execute for itself.

8. Having thus adverted to that part of Mr. Howe's statement, of which the object is to show, that I had not been left in ignorance of his understanding as to the proposal to be submitted to Parliament,—I have next to consider, what were the actual engagements into which Her Majesty's Government entered, and what the decision arrived at, on Mr. Howe's application, as communicated to him in Mr. Hawes's letter of the 10th of March; in this letter, Mr. Hawes was directed to inform him, that the guarantee of a loan, which Nova-Scotia proposed to obtain for the construction of that portion of the projected line to be established on British Territory, between the Provinces of Nova Scotia, New-Brunswick, and Canada, which would pass through the Province of Nova-Scotia, would be granted upon condition, that no part of the loan should be raised until arrangements were made with Canada and New-Brunswick, by which the construction of a line of Railway, passing wholly through British Territory from Halifax to Quebec, should be provided for, to the satisfaction of the Government,—and that to facilitate such arrangement, Her Majesty's Government would recommend to Parliament, that the like assistance should be rendered to those Provinces as to Nova-Scotia, in obtaining loans for the construction of their respective portions of the work.

9. It is quite clear therefore, that no assistance was promised to New-Brunswick in the construction of any line but that one which would form part of a continuous Railway from Halifax to Quebec. The expression "the line," is repeatedly used in describing the object for which the loan was to be guaranteed; and to make it perfectly clear what that line was, it is stated, that "any deviation from the line recommended by Major Robinson and Captain Henderson, must be subject to the approval of Her Majesty's Government."

10. And when it is added, that Her Majesty's Government would by no means object to its forming part of the plan which may be determined upon, that it should include a provision for establishing a communication between the projected Railway and the Railways of the United States, it is obvious, as I have already pointed out in my Despatch to you of the 27th of November last, that nothing further was contemplated in that passage, than that Her Majesty's Government would sanction such a provision for this purpose, as the Legislature of New-Brunswick may deem expedient to make, upon its own liabilities.

11. Mr. Hawes's letter was acknowledged by Mr. Howe, on the day following that on which it was received, in a letter which I have now before me; and the expressions used by Mr. Howe on that occasion left me under the impression, that he was fully aware that it was one Railroad only for the construction of which Her Majesty's Government was prepared to propose to Parliament to advance the Funds, or to pledge the national credit, because they speak of "the work," "the Railroad," "the Great National Highway," and contain no allusion to more lines than one, or to a line of connection across New-Brunswick, with the Railroads of the United States.

12. I must also refer you to my Despatch to Lord Elgin, dated the 14th March last, copies of which I transmitted to you as well as to the Lieut. Governor of New-Brunswick. Lord Elgin was then distinctly informed, that the guarantee promised by Her Majesty's Government, in accordance to the proposals and applications of Mr. Howe, would be confined to Loans required by the three Provinces for the projected Railway from Halifax to Quebec.

13. Mr. Howe, in his second Report, lays great stress on a memorandum signed by the Members of the Executive Council of New-Brunswick in August 1851, and transmitted to me, as shewing that I acquiesced at that time in a much wider interpretation of Mr. Hawes's letter than I have now allowed it to admit of, inasmuch as that memorandum states that the Council "will not accept any proposal for building the Great Trunk Line which shall not embrace, in an equally favorable and explicit manner, the European and North American Railway, the liability of the latter being solely confined to the Province."

14. The inference I drew from this Memorandum, upon receiving it, was, that notwithstanding some ambiguity in the expressions made use of, the concluding words of the above extract, implied that the Members of the Executive Council of New-Brunswick, by whom the paper was signed, correctly understood Mr. Hawes's letter in the sense which I have explained above, but that they entertained a hope, that the amount of assistance to be granted to that Province might hereafter be increased. But to prevent any misconception on their part as to the intentions of Her Majesty's Government, I took occasion, in acknowledging the Despatch of Sir E. Head, enclosing that Memorandum, to observe, with respect to it, that it would be "premature to enter upon the consideration of a proposal not yet submitted to me, but I think it right to observe, that Her Majesty's Government would not be prepared to recommend to Parliament to extend assistance to the projected Railways in British North America, further than was promised in my Despatch of the 14th of March last."

15. I must again express my regret, that on a point of so much importance, Mr. Howe should have misunderstood the views of Her Majesty's Government, and the tenor of my Despatches on this subject. The extent to which the assistance of Parliament should be asked for, towards the establishment of Railway communication in the North American Provinces, formed the subject of careful deliberation at the time when Mr. Howe was in this country, and he was made acquainted with the decision eventually arrived at by Her Majesty's Government, in language which even now I am of opinion was so explicit and unambiguous, that I cannot regard myself as responsible for the error, into which he has been betrayed, most probably, by the natural eagerness with which he pursued an object of such deep importance to the whole of British North America. I have only to add, that I hope the Legislature of Nova-Scotia will not too hastily abandon as impracticable, the designs of executing this great work, with the limited amount of assistance which Her Majesty's Government are ready to recommend to Parliament, and which I confidently believe that Parliament would readily grant.

I have, &c. (Signed) GREY.

Lieutenant Governor Sir John Harvey.

## By Telegraph to the News Room.

HALIFAX, 29th January, 1852.

At three o'clock His Excellency Sir John Harvey opened the Session with the following Speech:—

*Mr. President and Honourable Gentlemen of the Legislative Council:*

*Mr. Speaker and Gentlemen of the House of Assembly:*

I regret that I have to announce to you the death of his late Majesty the King of Hanover.

Since the close of last Session, two despatches have been received from the Right Hon. the Secretary of State for the Colonies, which will render indispensable a reconsideration of the Acts providing for the construction of intercolonial Railways. Delegates have arrived here from Canada and New-Brunswick, and with a view to meet the altered circumstances in which the Provinces are placed, have made propositions to my Government, which will be submitted for your grave consideration, unembarrassed by any premature action of the Executive.

The correspondence will be laid before you without delay, and I shall rejoice if a measure mutually satisfactory to Her Majesty's Government and the British North American Provinces can be matured.

*Mr. Speaker and Gentlemen of the House of Assembly:*

The accounts for the past, and the estimates for the current year, shall be submitted without delay.

*Mr. President and Hon. Gentlemen of the Legislative Council:*

*Mr. Speaker and Gentlemen of the House of Assembly:*

It becomes us to acknowledge the bounties of Providence liberally bestowed during the past year, and abundant harvests have restored cheerfulness and activity to the rural districts. A steadily increasing revenue indicates the expansion of our commerce, and enlarged consumption by the great body of the people of the comforts and luxuries of life. The partial failure of the Shore Fishing, has, I regret to learn, severely tried a large class of hardy and industrious men. To what extent this has been occasioned, or aggravated by the depredations committed by foreigners on our rights of Fishing, I trust that you may be able to determine. You will be gratified to hear that the Governments of Canada and New-Brunswick have promised their co-operation to the repression of these intrusions, and you may securely calculate on my approval of any well devised measures that will give to an interest so important, effectual protection. A report on this subject prepared by the Commissioners appointed under the Act of a former Session will be laid before you.

The Act for the encouragement of Education will expire on 1st May. Your attention will be invited to a measure combining with the clauses of the old law which experience has tested, such improvements as the Superintendent of Education is prepared to recommend. That officer's report shall be laid before you, and I trust that you will see the propriety of placing our Common Schools on a more efficient foundation, by establishing a Normal institution, in which teachers may be trained.

That Nova-Scotia may reap the full advantages of her insular position it is very desirable that further encouragement should be given for the establishment of effective lines of steamers to connect important points on the Gulph and Atlantic shores, with us and surrounding States and Colonies.

The proceedings and practices of the Common Law have been carefully revised by Commissioners appointed last year. Their report will be laid before you, and I confidently hope may prepare the way for greater simplicity in the forms of Law, and a more speedy and certain distribution of justice. The practicability of combining the Equity with the Supreme Court is now under consideration, and I hope to be able to submit the Commissioners' report upon that subject before the close of the Session.

QUEBEC, 30th Jan., 1852.

The agent for the disposal of the Quebec City Water Works, Wm. Stevenson, Esq., has made a most excellent and satisfactory arrangement with Messrs. Baring, Brothers & Co., of London,—£80,000 sterling has been disposed of to this House at 6 per cent. The money to be received by £10,000 sterling instalments, as required by the Corporation of Quebec.

## ENGLISH MAIL.

The Royal Mail Steamer *America* arrived at Halifax last Saturday night, in 14½ days from Liverpool. The passage was an extremely boisterous one—successive gales having been encountered for ten days. She had twenty-eight passengers, eight of whom, including Sir Gaspard Le Marchant, Governor of Newfoundland, landed at Halifax. Two of the passengers, Messrs. James Smith and — Frederickson, of this City, arrived in town on Thursday.

The Mail was brought on from Halifax by express, over land, and was received in less than forty-five hours after the Steamer's arrival.

The English dates are to the 10th January.

The markets exhibited but little change. Cotton remained at previous quotations: the sales of the week at Liverpool amounted to 47,940 bales. Flour was firm at previous quotations: Indian Corn had advanced, with an improving demand. Sugar was lower, and the demand limited; Coffee inactive, but prices maintained; Tea in moderate demand—Congo ½d. dearer.

The London Money market presents no new feature. Stocks firm, but not very active. Consols closed on the 9th at 97½ to 97¼ for money and account.

Trade in Manchester was more active, and the prices of the leading fabrics had advanced.

The Board of Trade returns for the month and eleven months ending the 5th December, have been published. The total declared value of exports for the month last past is £5,188,216, whilst for the corresponding months of 1849 and '50 they were respectively £4,621,161, and £5,362,319. For the eleven months ending the 5th Dec. last the total declared value was £63,314,272, whilst for the corresponding months in 1849 and 1850 they were respectively £54,089,809 and £60,400,525.

As regards the Shipping trade, we find that in the month last past there were 2498 foreign vessels, with a tonnage of 583,153, entered inwards, while in the corresponding month of 1850 the number was 2577 vessels, with a tonnage of 531,786. There cleared outwards during the same periods respectively, 1767 ships, 434,614 tons, and 1990 ships, 430,750 tons.

TIMBER TRADE.—In the annual report of the Timber Trade in London it is stated that the year 1851 will be remarkably prominent in the records of the wood trade, when it is seen that the largest known amount of importation has been supported by consumption in an equal degree; not only manifest by an extension of the trade in London, but including, in the same very pleasing result, the trade of the United Kingdom.

The importations into London of Colonial Deals and Battens in 1850, were 2,279,000 pieces; in 1851, 2,346,000. Foreign, in 1850, 1,922,500; in 1851, 3,231,000. Colonial Timber in 1850, 39,400 loads; in 1851, 27,100 loads. Foreign, in 1850, 72,500; in 1851, 153,400.

The cargoes of Timber, Deals, and Battens are 1215, or 50 per cent., more than the average of 800 in the preceding years; and as the stocks in the public docks are not increased in a greater degree, the consumption of wood in the metropolis bears its proportion to the augmented importation.

After the opening of the Navigation Laws, and the recent reduction of the discriminating import duty, it was not easy to foresee the operation of these almost simultaneous changes, and doubt hung over the future. Whether the wood of the north of Europe would displace the colonial, or a large portion of the present supply? Whether our consumption, which had remained at a reduced average since 1847, would now increase; and, if so—as the supply had diminished in rather a larger ratio than the consumption —whether supplies could be increased without a rise in price sufficient of itself to check consumption? Cheapness has solved all doubt, and dispelled the cloud of uncertainty; the north of Europe has yielded such abundance that the English consumer gains, in a broad sense, more than the difference of reduced duty and cheaper transit; British America continues to have her large export in Wood, with some variation in sorts and markets, participating in the transport at lesser freight, through the influx of the United States and other foreign ships in her waters, and still retaining the better half of Great Britain's Wood trade; while home interests have prospered through all these changes in obtaining the unrestricted supply of cheap Wood.

The Ministerial disagreement was still a subject of daily speculation in the newspapers. An opinion was generally entertained that the Whig Cabinet could not hold on much longer; and the latest intelligence received at Liverpool by telegraph from London on the morning of the Steamer's departure, (10th inst.) stated that the attempt to strengthen the Ministry by the alliance of three or four Peelites, had signally failed, and that the Prime Minister would meet Parliament without seeking any further addition to his strength, provided he was not compelled to retire in the meantime.

The Marquis of Lansdowne has tendered his resignation as Lord President of the Council, and holds office only until a successor is appointed.—No appointment has been made to the Under-Secretaryship for Foreign affairs, vacated by Lord Stanley, of Alderley.

The Customs' Reform deputation from Liverpool, had an audience of Lord John Russell on the 9th, who promised that the subject of complaint would receive the immediate attention of the Government.

On the 1st inst., the Bank of England reduced the rate of discount from 3 to 2½ per cent., at which it stood prior to Dec. 26, 1850.

The papers by the *America* contain full particulars of the destruction, by fire, of the Steamer *Amazon*, Capt. Symons, which was reported by the *Arctic*, at New-York, last week. The loss of life, although large, was not so great as at first stated. The passengers and crew comprised 156 persons, of whom twenty-two, (including three male passengers,) were taken out of one of the steamer's life boats by the brig Marsden, of London, Capt. Evans, and landed at Plymouth. A Dutch barque, the Gertrudia, picked up two of the steamer's boats, containing twenty-five persons, including two females, and a boy eighteen months old, and landed them at Brest, whence a French steamer was despatched in search of any other boats that might have escaped.

The Steamer was on her first trip, and left Southampton for the West Indies, on the 2d inst.—The fire was discovered bursting through the hatchway near the forward funnel between twelve and one o'clock on the following Sunday morning, when off Scilly. In the confusion which ensued, several of the boats were swamped or upset alongside, and those on board drowned. The captain and all the principal officers are among the missing. Midshipman Vincent, with two men and the steward, left the steamer in the dingy, and were picked up by the life-boat. The steamer burned for about four hours, when the magazine exploded, and she sunk.

Among the passengers who perished, was Mr. Eliot Warburton, the well known author, who was deputed by the Atlantic and Pacific Junction Company to come to a friendly understanding with the tribes of Indians who inhabit the Isthmus of Darien.

The wives, families, friends, and connexions of most of the crew of the Amazon reside in Southampton, and the melancholy event has caused a deep gloom in that town.

The value of the Amazon when ready for sea was about £100,000. She was not insured, as the company did not insure any of their vessels. The value of the specie, quicksilver, cargo, &c., when added to the value of the ship, will give a total loss of property by this melancholy occurrence of little less than £200,000 sterling.

The West India Mail Company has been the most unfortunate of all the great steam-packet associations in the loss of their steam ships. Since the establishment of the company in 1841, no less than eight of their fleet of steamers have been destroyed by casualties on the sea. The wrecks of the Tweed and Solway were attended with peculiarly distressing circumstances, involving the loss of nearly 120 lives; and, in the case of the survivors of the Tweed, with an extent of hardship and suffering which has rarely found a parallel in the records of disasters at sea.

The London Shipping Gazette of the 9th says —"From information which has reached us, but which we are not at liberty to divulge just now, we have every reason to think that the Admiralty anticipate having to increase our naval force almost immediately, and they are beginning to inquire where they have a chance of getting Seamen. They are, in fact, asking themselves the question which we have so often asked—"How is the fleet to be manned?" This circumstance, coupled with the intelligence from our Correspondent at Sheerness which we gave in our paper of Monday last, would imply that the foreign relations of the country are not in that satisfactory state which it would be so desirable they should be. Indeed, it will be seen, from a statement which we publish elsewhere, that active preparations are in progress for the protection of the country.

Lieut. Pim, by the advice of the Russian Geographer, has abandoned his project of crossing Siberia in search of Sir John Franklin.

DEATH OF GENERAL ROBINSON.—General Sir Frederick Philipse Robinson, G. C. B., Colonel of the 39th Regiment, the last surviving son of the late Colonel Beverley Robinson, of New-York, died at Brighton on New-Year's day, in his 88th year. Sir Frederick was the oldest soldier in the British army, having been within a month of seventy-five years in the service.—He entered as an Ensign in February, 1777, and became a General in 1841. He served five years in the first American war, and was present in the several battles fought during that period. Subsequently, in 1794, he served in the West Indies, and was present at the capture of Martinique, St. Lucia, and Guadaloupe; also at the storming of Fleur d'Epee, and the heights of Palmiste. In 1812, Sir Frederick Robinson joined the army in the Peninsula, and was present at the action of Osma; and in the battle of Vittoria, 1813, he commanded the brigade which carried the village of Gamazza Mayo, without firing one shot. He was also present at the first and second assaults on San Sebastian, (severely wounded at the second assault,) the passage of the Bidassoa, the grand reconnoissance before Bayonne, the battle of the Nive, (again severely wounded,) the blockade of Bayonne, and the repulse of the sortie from that place, when he succeeded to the command of the fifth division of the army. In June, 1814, Major General Robinson went to North America in command of a brigade, and he commanded the forces intended for the attack of Plattsburg, but received orders to retire, having forced the passage of the Saranac. Soon afterwards he was appointed Commander-in-chief and Provisional Governor of the Upper Provinces, which appointment he held until June, 1816. He had received the gold medal with two clasps for Vittoria, San Sebastian, and the Nive. By the death of Sir Frederick Robinson, the Colonelcy of the 39th Regiment, which he held since 1840, is placed at the disposal of the Commander-in-chief.

WAR OFFICE, Jan. 2.—72d Foot—Lieut. Gen. J. Aitchison to be colonel, vice Lieut. Gen. Sir N. Douglas, K. C. B., removed to the 78th Foot.

FRANCE continued stedfast and tranquil.

The President gave a grand banquet at the Tuilleries on the 5th to 400 of the delegates of the departments.

The Minister of Public Works had conceded the Paris and Lyons Railway to a public company, and shares were equally sought for.

A decree of the Minister of the Interior erased republican mottos from the public edifices, and restored the ancient historical names of streets and buildings.

Latest advices note a rumour which prevailed in Paris on the 9th, that a marked coolness had arisen between the President and the British Minister in relation to the affairs of Belgium, and *Galignini's Messenger* had announced that Lord Normanby would leave the following day for England, not to return. This had caused the utmost regret among all parties, and contributed to a fall of 1 per cent. in the funds.

Considerable progress had been made in the constitution of the Senate. The President had determined to resist family influence and political intrigue, by filling up the blanks that remained with names commanding public confidence and respect.

Profound anxiety continued to be felt in regard to the new Constitution and the construction of the Senate, and the public funds had greatly fluctuated, but closed firmly on the 9th.

The prisoners of Ham (Changarnier, Lamoriciere, and their companions,) have been set at liberty on the frontier, with injunctions not to return to France.

PARIS, FRIDAY, JAN. 9, 1852.—A conspiracy has been discovered, the object of which was to let loose the convicts at the hulks of Rochefort. Sixty persons have been arrested at Montpelier, on charges connected with the late disturbances.

It is announced that the publication of the Constitution will take place between the 15th and 20th inst., to allow time for the publication of the most urgent of the organic laws.

THE KAFFIR WAR.—There is news from the Cape to the 2d Dec., by the screw steamer Harbinger. Bad as the previous accounts from the seat of war have been, those of the Harbinger are still worse. Led on by Hottentots, the enemy continued to make predatory incursions on the Colonists, stealing their cattle, burning their farmsteads, and murdering the inhabitants wherever they can secure them. As yet no check whatever had been given to these marauders by Sir Harry Smith, and more troops must be sent out before an effectual stop can be put to their incursions.

After the affair at Waterkloof, an attempt was made to expel a number of the enemy who were supposed to be lurking about. This was met by a desperate resistance, and a loss on our side unparalleled during this war. Lieut. Col. Fordyce, Lieuts. Carey and Gordan, of the 74th Highlanders, and Capt. D. Venish, of the Levies, fell. The Col. did not survive his wounds more than 10 minutes; his last words were, "what will become of my poor Regiment,"—The whole Colony deplores the loss of this noble officer. Addresses of condolence have been presented to the Officer in command of the 74th. After this, the weather having become very severe, Gen. Somerset withdrew his troops to the camp at the Blinkwater. The next movement was to be a combined one of the two divisions under Gen. Somerset and Col. Mackinnon, across the Kye, against Wreli, the principal chief in Kaffir land. The force was to consist of 1000 cavalry and 2000 infantry. They were to move on the 2d ult., from the Unwani—their operations, it was expected, would occupy a month.

☞ The Directors of the St. John Mechanics' Institute acknowledge the receipt of the sum of Forty-two Pounds Ten Shillings, from the [illegible] lecture delivered by Mr. HENRY E. LEWIS, [illegible] Tuesday evening, on behalf of the Library of the Institute; and at the same time tender their grateful thanks to Mr. LEWIS, for his consideration and liberality.
WM. HUTCHINSON, [illegible]
January 31, 1851.

☞ In the press, and will be published in the course of next week:—"*A Report of the Committee appointed by the Inhabitants of Carleton to vindicate their rights secured to them by the City Charter.*" The pamphlet will be for sale at the Book Store of Chubb & Co.—price [illegible]

As it will enter very fully into the Carleton grievances, and detail the wrongs which the Committee allege have been encountered by the Carleton people, and which are the object of some particularly spicy remarks, we have no doubt of an extensive demand for the forthcoming production.

☞ GARRETT & SKILLEN have commenced to sell off their immense stock of CLOTHING at ruinous prices. £4000 worth must be sold for whatever they fetch, to satisfy pressing demands during the months of January and February. The above amount of Clothing must be sold, if the Goods should only realize one half their value. —Gentlemen in want of Clothing, and having spare £5, can easily fill up a trunk so as they will be in no want of clothes for years to come.

## MARRIED,

On the 23d inst., by the Rev. Alex. McL[illegible], Stavely, Mr. David Shaw, of the Parish of [illegible]field, to Miss Margaret McLean, of the Parish of Lancaster.

On the 27th inst., by the Rev. Wm. Ferrie, A.M., Mr. John Hammond, to Miss Isabella Connor, [illegible] of this City.

On Thursday evening, by the Rev. Samuel [illegible]binson, Mr. David Watts, of the Parish of Nor[illegible], to Miss Margaret Gill Johnson, of this City.

On the 29th inst., by the Rev. Wm. Smith, Mr. Charles Christy, to Miss Mealey, eldest daughter of Mr. James Mealey, all of Portland.

At Westfield, K. C., on the 29th inst., by the Rev. Christopher Milner, Mr. Howard H. Hold[illegible], to Miss Charlotte Phipps, both of that place.

In Queen's County, on the 22d inst., by the Rev. Mr. Keith, Mr. James Watson, of Indian Town, [illegible] Miss Hannah B., eldest daughter of Mr. Fred[illegible] Purdy, of Queen's County.

## DIED.

On Saturday, 23d inst., of rheumatic fever, Thomas Sterritt, in the 22d year of his age, leaving an aged mother and only sister to lament their sad bereavement. He was much esteemed and loved by all who knew him.

On Saturday evening, Ellen, eldest daughter of Mr. Thos. McWilliams, aged five years.

On Sunday morning, Miss Janetta Owen, daughter of the late Capt. William Owen, in the 18th year of her age, respected and regretted by her friends and acquaintances. By this sad bereavement a fond mother is again called on to drink the "bitter cup."

On Monday, after a short but severe illness, Ann, second daughter of Mr. Matthew C[illegible], aged ten years and eight months.

In Portland, on Monday morning, Rachel, [illegible] of Mr. David McIntyre, aged 36 years, leaving a husband and five children to mourn their bereavement.

At Indian Town, on Wednesday last, Mrs. Elizabeth Conard, widow of the late Robert Conard, in the 86th year of her age. Mrs. Conard was born in the United States, and came to this Province with her parents in the year 1783, at the close of the American revolution. She was a kind [illegible] and an affectionate mother,—has lived to see the descendants of the fourth generation, and leaves a large circle of relatives and friends, who mourn their loss.

At Sussex Vale, K. C., on the 9th inst., [illegible] years, Mrs. Margaret H. Lyons, relict of the late Mr. Tisdale Lyons, of that place, leaving [illegible] children.

At Chatham, Miramichi, on the 20th inst., in the 64th year of her age, Eliza Hicks, wife of the Rev. Samuel Bacon, Rector.

In Fredericton, on the 23d inst., James S[illegible], son of Mr. Thomas Stewart, aged 18 years.

At Woodstock, on the 26th inst., Mr. J[illegible] Beardsley, senior, aged 82 years. He was one of the few remaining Loyalists who came to this Province from the United States at the close of the revolutionary war. He has long been a resident of Woodstock, where his memory will be revered.

At Windsor, on 21st December, Samuel [illegible], Esquire, late one of the Military Knights, formerly Quarter Master of the 43d Light Infantry; was present with the Regiment at the battles of Vimeria and Corunna, expedition of Walcheren, siege of Badajoz, (severely wounded) battles of Salamanca and Vittoria, attack on the heights of [illegible] battles of Nivelle, Nive, and Toulouse. The above veteran was well known in this Province, having served here with the 43d Light Infantry. He had received the Silver Medal with [illegible]

## MARINE JOURNAL.

PORT OF SAINT JOHN—Arrived.

*Monday*—Ship Conway, Marshall, New-[illegible]—Owens and Duncan, flour and [illegible].

*Thursday*—Barque Perseverance, S[illegible], York, 15—R. Rankin & Co., ballast.

Brig Charles McLauchlan, Flint, Yarmouth, 2—Chas. McLauchlan, ballast.

CLEARED.

Jan. 26th—Barque Teal, Haddon, [illegible] deals and smoked herrings—R. Rankin [illegible] Harriott, Spurr, Greenock, deals, &c.—[illegible] Thomson and J. & T. Robinson.

27th—Ship Bourneuf, Delaney, Liverpool, timber, deals, &c.—N. S. Demill and [illegible]

28th—Ship Australia, Foy, Liverpool, deals, fish, flour, &c.—Kirk & Worrall [illegible] McLauchlan.

30th—Schr. Oliver Frost, Smith, [illegible] gar-box shooks—Allison & Spurr.

The barque Bonito, which got ashore at [illegible] Island, is undergoing temporary repairs, and is expected to be got to this port in the course of the week.

Brig Pilgrim, McCready, of this port, [illegible] York 25th inst., from St. Domingo, [illegible] near the Light Ship on Tuesday night, [illegible] ice came afoul of her, and drove her [illegible] East Bank; had to slip both anchors, [illegible] in getting off by aid of the steamer [illegible] was towed up to New-York.

Arrived at New-Orleans, Jan. 16th, [illegible]vorite, Pickance, Liverpool; 22d, [illegible] Robertson, Liverpool.—At Savannah, [illegible] Sarah, Cook, London.—At Boston, [illegible] Acadian, Gardner, Liverpool.

Cleared at Savannah, Jan. 11th, [illegible] Soulard, Vaughan, Liverpool.—At [illegible] ship Spartan, Welch, Liverpool.—At [illegible] 16th, ship Jenny Lind, Card, do.

(*By Telegraph.*)—Arrived at Savannah, [illegible] brig Integrity, McKellar, Yarmouth.

*Arrivals in Britain from St. John.*—At [illegible]tannia, at Queenstown; Brothers, at [illegible] 3d, Lady Peel, at Falmouth; Ellen & [illegible] way; Mary, at Gravesend; 4th, [illegible] cester; 5th, Ann Kinney, at Dublin; [illegible] at Grimsby; 6th, Essay, at Hull; [illegible] at Truro.

Arrived at Bombay, Nov. 23d, [illegible] Carter, Liverpool.—At Cork, Jan. 3d, [illegible]rican, Lawson, Callao.—At Liverpool, [illegible] from St. Stephen; 5th, Chance, from [illegible] 6th, Bloomer, from Sackville; 7th, [illegible]don, from St. Stephen.

At Newport, Jan. 6th, barque Algoma, [illegible] from Gloucester, for City Point.

Sailed from Newport, Jan. 3d, ship [illegible] Vaughan, City Point.—From Glasgow, [illegible] Peruvian, Mahony, Charleston.—From [illegible] 6th, ship Kitty Cordes, Hannah, Mobile.

Cleared at Liverpool, Jan. 7th, ship [illegible]mare, Driscoll, New Orleans.

Loading at Liverpool, ships Royal [illegible] for St. John.

*Shields, Jan. 7th.*—The Clio, Halcrow, [illegible] John, arrived here yesterday, with the [illegible]ing, having been on the rocks at Whitby.


**Wesleyan Methodist Missions.**

THE ANNUAL SERMONS in behalf of the above Missions, will be Preached in the Wesleyan Churches of this City and Portland on SUNDAY Next, the 1st of February, at [illegible] o'clock in the Forenoon, and at Six o'clock in the Evening.

The Anniversaries of the several [illegible] MISSIONARY SOCIETIES [illegible] the above Churches, will be held as follows, commencing each Evening at Seven o'clock precisely:—

MONDAY Evening, in Carleton.
TUESDAY Evening, in Germain Street.
WEDNESDAY Evening, in Portland.
THURSDAY Evening, in the Centenary.

☞ A Collection in aid of the funds of the PARENT SOCIETY will be made after [illegible]mon, and during each meeting.

R. COO[illegible]

St. John, Jan. 31, 1852.

**KEYS LOST.**

LOST, this Morning, between [illegible] and Prince William Street and [illegible] House, a Small Bunch of KEYS. Any person finding the same, will be rewarded, on bringing them to H. C[illegible] Courier Office.