The Observer.

SAINT JOHN, JANUARY 27, 1852.

We have endeavoured occasionally to keep our readers informed of the progress of our railway matters, and in doing so, we have expressed the opinions we were led to entertain on the subject, honestly and sincerely, and without, as far as we know ourselves, being actuated by prejudice or local feelings.

When the plan for the European and North American Railway was first proposed by Mr. Morton, at Halifax, we hailed it as the only plan that had ever been proposed by which the Colonies were likely within a reasonable time to have railways at all, and we have accordingly from that time till this, given it our unwavering advocacy and support.—That this enterprise has been retarded and all but abandoned, was not owing to its not being required for the prosperity of the country, to any inherent defect in the plan, or to any want of energy or prudence on the part of its projectors. When Mr. Howe went to England his whole energies were bent on exciting the fears and jealousies of the aristocracy of England, with whom he came in contact, against this scheme as one likely to estrange the feelings of the Colonists from parental rule, and lead them to too close an acquaintance with foreigners and *enemies*, as he was pleased to call them. But, he would have failed in his object, which was to obtain money for the Nova Scotia portion of this very railway, had he not, by unfounded representations, induced the Colonial Minister to believe that the Colonies would be quite well satisfied to take upon themselves the construction of a military railroad from Halifax to Quebec, and would willingly transfer their whole resources and revenues to the British Government in security for the funds required for this undertaking. To use his own words, (see letter of Jan. 16th,) "The revenue could be, and if necessary would be, promptly increased, by raising the advalorem duty, readjusting specific duties, or if even that were necessary to sustain our credit with the mother country, by a resort to a LEGACY, INCOME, or PROPERTY TAX."

When the British Minister, on these assurances, consented to recommend to Parliament, *on the conditions being complied with*, that the Imperial guarantee should be given to a loan for this purpose, we felt satisfied that the offer had been obtained from him on false pretences, and that the terms he had specified could not, and would not be complied with. No sooner, therefore, had Mr. Howe set his foot on our shores than, from less to more, he commenced to modify the terms of the bargain, until at length to our admiring eyes, he displayed the sovereigns, all in a bag, ready to drop into our eager grasp, without a condition, and without being asked for repayment! We were never of those who put any faith in this statement. We knew that on his first arrival, at all events, he could have no authority for offering other and better terms than those contained in Mr. Hawes' letter, and we did not choose afterwards to put any value upon his hints that "public documents he had made public, but private letters he treated as private." We dont admire mysteries and crooked courses, and wont believe in them. While all this was supposed to apply to the North Shore railway, we resisted the delusion, but not on merely local grounds.

Now that the course of events has made it certain, that no Halifax and Quebec railway will be undertaken by Canada or New-Brunswick which does not pass by the valley of the St. John, and *through the City of St. John*, we have an opportunity of showing that our former opposition was based on no local prejudices, for we are nearly as much opposed to the scheme as ever. It has now been declared by the Colonial Minister that the loan will be given on no better terms than those already offered. The scheme must necessarily therefore fall to the ground, for *it is impossible* that we can comply with these terms. It would require at least Three Millions to build our portion of that railway, the interest and sinking fund for which would amount to at least one hundred and fifty thousand a year. This we cannot meet; in the first place, because *we have not got it*, and the people of this Province will not endorse Mr. Howe's very generous offer of a legacy duty, or an income or a property tax. In the next place, we have other uses for our resources, and cannot afford to sink them all in a railway. We must have legislation, roads, schools, asylums, penitentiaries, and the various officers of the civil list; and further, it would not be fair to take all the money out of the common purse for a sectional object. We consider a railway to connect the Northern portion of the Province with the Southern, of quite as much importance as one to connect us with Canada. We would therefore go for no Provincial scheme that did not include a railway from the Bend to Miramichi. Seeing then that we cannot as a Province build and own all the railways we require, there appears to be no other way for us but to invest in them whatever amount we can spare, and endeavour to induce capitalists and contractors from abroad to find the balance of the funds and take the railways themselves as security. We would then have a controul over them and an interest in them equal to our investment, and we would have no right to more. Taking one million as the amount we might safely risk in railways, and apportioning it in the directions required, we believe that all our Railways might be obtained.

We trust that our Government and Legislature will have sufficient spirit and manliness to retain the dignified position assumed in April last. The slavish and pitiful cringing and *booing* of our brethren of Nova Scotia at the doors of the Colonial Office, have hitherto only procured for them the insults and kicking which such conduct merits. That several members of our Government and Legislature have manifested a like truckling spirit is much to be regretted. It was unfortunate that they were so tame and simple as to allow their eyes to be dazzled by the glare of the *sovereigns*.

The House, called together a month earlier than usual, finds the Government still unprepared with a single measure. Day after day, for the past three weeks has the House met, *to do nothing*, but adjourn for dinner and pay, and now legislation must wait until the member of the Government returns from waiting upon his Highness the Hon. Mr. Howe, to learn whether it will be his pleasure to allow us to have our own Railways in our own way. Whether the future legislation of the present session will follow suite with its beginning, remains to be seen.

This mode of conducting the public business must however bring about a reaction at no distant day. If one set of men cannot or will not bring forward wise measures for the improvement of the country, they must give place to others.

We understand that information has been received by last English mail, from Mr. ARCHIBALD, to the effect that Messrs. Brassey, Jackson, Peto, Betts, and others, have agreed to build the New-Brunswick Railways, on terms that will in all probability be within the means and quite to the satisfaction of all parties.

MECHANICS' INSTITUTE.—Last evening, the Rev. A Stewart, A. M., delivered a very interesting lecture to a respectable audience, on *Arctic Discoveries*. The lecturer carried his audience chronologically through the various attempts at the discovery, first, of a North East passage to the East Indies, and, next, of a North West passage to the Pacific, which have all proved fruitless with respect to the direct object of pursuit, but still of great importance in respect to other geographical discoveries. The names of Gaspar de Cotereal, Sir Hugh Willoughby, and Richard Chancellor and William Barentz, were mentioned in connexion with the North East voyages; and Frobisher, Davis, Baffin, Hudson, Ross, Parry, and the lamented Sir John Franklin, in connexion with the North West attempts at discovery. We recommend to the young to sit down, with a Map of the Northern Hemisphere before them, and, pondering over these names, try to recall the particular geographical discoveries with which each of them is associated, as well as the interesting anecdotes with which the lecture abounded.

Next Monday evening, the Rev. W. FERRIE, A. M., will lecture on *American Slavery*.

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.

The Canadian delegates, accompanied by the Hon. Mr. Chandler, arrived in town on Saturday afternoon, from Fredericton. They shortly afterwards proceeded to inspect the harbour, from various points of observation. They left town on Saturday evening, at 7 o'clock, for Halifax, by the Mail coach.

☞ The addresses, &c., relating to the late presentation of a gold watch to James G. Stevens, Esq., at Saint Stephen, are unavoidably omitted this week, but will be inserted in our next paper.

ARRIVAL OF THE AMERICA.

SEVEN DAYS LATER FROM EUROPE!

[By Telegraph to the News Room.]

The steamship *America*, which left Liverpool on Saturday the 10th instant, arrived at Halifax shortly before 12 o'clock on Saturday night, with 26 passengers—two of whom, Messrs. Jas. Smith and Frederickson, were for St. John.—For the last 10 days, she had experienced one continued succession of westerly gales. The news possesses considerable interest.

MARKETS.—The Cotton market remains as last quoted.—Sales of the week, 47,940 bales.

Flour firm at last quotations, but without buoyancy. Wheat—demand active at full rates.

Indian Corn advanced, with an improving demand. Sugar lower, demand limited. Coffee inactive, but prices maintained. Tea active for private use—Congo 1-2d dearer.

The London Money Market presents no new feature. Stocks firm, but not very active.—Consols closed on the 9th, at 97 1-8 to 97 1-4 for money and account.

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

ENGLAND.—A dissolution of the English Cabinet appeared inevitable. A Cabinet Council was held on the 8th, after which Lord John Russell proceeded to Windsor to confer with the Queen. It was admitted on all hands that the Whig Government could not hold together much longer, and many believed it would fall before the period for opening Parliament had arrived. The Duke of Newcastle and Sir James Graham, the great free-trade leaders, had arrived in town, and the former had visited Her Majesty. The latest intelligence received at Liverpool by telegraph from London, on the morning of the 10th, says, 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.

MELANCHOLY DISASTER AT SEA!—The West India Royal Mail Steamer *Amazon*, Capt. Lymons, which sailed from Southampton with mails and passengers on the 2nd inst., was totally destroyed by fire at an early hour on the morning of the 4th, about 110 miles south-west of the Scilly Islands. The conflagration lasted about 20 minutes only, when the ship was completely gutted, and having burnt to the water's edge, exploded and sunk:—41 passengers and 69 of the crew perished, among whom were Capt. Lymons, the 4 officers and Surgeon.—Mr. Elliot Warburton, the celebrated author of the Crescent and the Cross, was also among the sufferers, many of whom, from the appalling rapidity with which the flames spread, were either burnt or suffocated in their berths. As soon as every effort to subdue the flames had failed, the boats were attempted to be launched, but owing to the consternation that prevailed, a desperate and despairing rush was made for these before they could be got well into the water, and two were swamped along side with every person in them. Two others, containing 9 passengers and 37 seamen, succeeded in getting clear of the burnt vessel, and were picked up by an English and Dutch vessel, and the survivors landed respectively at Plymouth and Brest. The loss is immense, for the ship was new and richly freighted. The origin of the fire remains a mystery.

The American ship *Columbus*, Capt. McCerran, was wrecked on the 7th inst., at the entrance to Waterford Harbour; two ladies (cabin,) and 2 Steerage passengers, with 8 of the crew, perished.

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 Gordon, of the 74th Highlanders, and Capt. De 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 draught Ordinances for constituting a Parliament at the Cape had been received with great satisfaction.

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

On the 1st inst., the Bank of England reduced the rate of discount from 3 to 2 1-2 per cent., at which it stood prior to Dec. 26, 1850.

The proposed loan of £200,000 for the Great Western Canada Railway Company, on their 6 per cent. debentures, repayable in 1857, had been completed.

FRENCH AFFAIRS.—France continues steadfast 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 eagerly sought for. A decree of the minister of the Interior erased the Republican mottoes from the public edifices, and restored the ancient historical names of streets and buildings.

The 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 Galignani's messenger had announced that Lord Normandy 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 one per cent. in the funds.

It was announced that a further delay of ten days would take place in the promulgation of the new Constitution. This delay was variously accounted for; one opinion averring that the President contended for the liberalizing, and another for restricting the legitimate guarantees of the constitution. The President had determined to resist firmly family influence and political intrigue, by filling up the blanks in the Senate with names commanding public confidence and respect. Profound anxiety continued to be felt in regard to the new Constitution and the Constitution of the Senate, and the public funds had greatly fluctuated.

Louis Napoleon had been fired at by a sentry in the Elysee. The soldier was tried and shot.

The marriage of General Cavaignac and Mdlle. Louise Gabriel Odier took place on Wednesday evening, at the church of the Oratoire Saint Honore. The service was performed by M. Coquerel. The ceremony, according to the Catholic rites, took place on Thursday evening at Notre Dame, before the Archbishop of Paris.

The Moniteur of the 31st contains a decree re-establishing the French Eagle on the standards of the army, and on the cross of the Legion of Honor.

The King of Denmark is suffering from indisposition.

The Austrian Lloyds boasts that it was Prince Schwartzenberg who virtually dismissed Lord Palmerston.

Rumours of a Ministerial crisis prevail at Berlin.

The Prussian Gazette of the 6th, says that Haschid Murat, the bravest son of Schamyl, the Circassian Chief, has surrendered unconditionally to the Russians, and is now a prisoner at Tiflis. Prince Woronzoff, received from the young chief possession of the Fortress of Wenespryt and his numerous detachment of soldiers.

COMMERCIAL REVIEW OF THE PAST YEAR.—The following is an extract from a review of the year lately closed, in the Commercial article of the London Times of the 1st inst:

Throughout the whole period the extreme range of Consols, which was ten per cent. in 1848, eight per cent. in 1849, and 3 3-8 per cent. in 1850, has been again 3 3-8 per cent and the closing price to-day is a little higher than on the 1st of January. In Railway Shares, the fluctuations have as usual been violent, but the quotations now show an improvement. The Bank bullion on the 1st of January was £14,830,000; it had receded to £13,253,000 on the 1st of May, and it is now £17,413,000, being £133,000 in excess of the highest sum ever reached. At the Bank of France the total at the beginning of the year was £18,840,000; in September it was £25,000,000, and it has since declined to £22,750,000. Wheat has shown fluctuations but closes steadily, although the quantities entered during the year, according to the latest returns, have been 3,519,134 quarters against 3,110,451 quarters in the same period of 1850; while of flour the total has been 4,702,217 cwts. against 2,796,462. The average price on the 1st of January was 38s 3d; it reached 43s 6d in July, declined to 33s 6d. in October, and is now 38s 7d. Cotton began at 8d. touched 5 1-2d in July, and is now a little over 6d. The Board of Trade tables thus far show an increase in the declared value of our aggregate exportations of £3,087,850.

A year of greater anomalies has never been witnessed. To the mass of the people it has been the most prosperous upon record, while to the mercantile classes, owing to their having speculated for rising prices in the face of increased production and cheaper transit, it has been chequered by anxiety and prolonged losses. The confident activity of 1850 has been mingled in a modified degree with the constantly recurring failures of 1847. With the triumphs of the Exhibition we have been distanced at sea—the region of our greatest pride. We have seen our treasure wasted in a Caffre war at the Cape, and have had a second California opened to us in New South Wales. With party warfare almost extinct, the Ministry have been once forced to resign, and have since been unable to avoid a crisis; and, finally, after having welcomed all the nations to a commercial gathering, we find ourselves practically alone, and our travellers and newspapers almost threatened with exclusion from the whole of Europe.

REVIEW OF THE YEAR 1851.—The following are extracts from an article of the London Times, reviewing the events of the past year:—

The past year has given us one vast and immeasurable gain in the Great Exhibition. All the nations of the civilized world, not to say more, have been represented—some very largely, and all very efficiently—in one fair temple of industry and peace. All have become wiser and better known; all have cast into one great treasury, and been blessed from its stores; and on the minds of many nations and many millions has been left one soothing and instructive,—one glorious and indelible impression. On all sides the seeds of knowledge and enterprise, cast on the waters of that peaceful confluence, are beginning to bear fruit in new discoveries and undertakings. A vision of universal peace has been seen by the world, and, if its realization is still remote, its influence is not the less salutary and energetic. We are not among those who expect that the triumphs of peace are likely in our time to extinguish the passions of peoples and the ambition of adventures; but we nevertheless think we may dwell with satisfaction and hope on the memory of an event the direct and natural tendency of which is pacific and profitable. The more of such occasions the better. They are the basis of institutions, and the means of an intercourse, which cannot but endure, and which must in time tell on the fortunes of humanity. England has had her full share in the glories of this world-wide competition. She has effaced the national stigma of inhospitality. She has shown a largeness of conception, a practical talent, a rapidity of performance, a power of organization, a fertility of resources, and even a taste, for which foreigners had hardly given her credit. More conspicuous than all have been her fairness and generosity. All this is gain. The victory has been as cheap as it has been bloodless. The whole cost of the Exhibition to the thousands of exhibitors, and millions of visiters, has not equalled that of one battle. Among other results there has been an interchange between this and the neighboring metropolis, singularly befitting the year that has seen the two cities linked by instantaneous communication, and most happy at a crisis when events are occurring of a nature to revive the slumbering recollections of a miserable war.

The losses of the year though eclipsed in its splendour, have not been inconsiderable. We have seen a British colony in South Africa assuming a portentous resemblance to the French colony in the north; a settlement of herdsmen and traders lapsing into a chain of military posts, held with vast bloodshed and cost against implacable savages. The census of this year, while it adds fresh proofs to the growing prosperity of Great Britain, especially in its manufacturing districts, discloses the serious fact that famine, fever, and emigration have taken away not less than 2,000,000 of our Irish fellow-subjects. Happily, seven-eights of the loss are attributable to the last and least unhappy of these causes, but the actual estrangement of so large a British mass, not only from these isles, but for the most part from the British Crown, is a fact the gravity of which we may some day have cause to appreciate. As for our relations with foreign powers, we have long ceased to indulge in any warm international attachments, or to expect them in return, so there is not any positive loss to be noted under this head. Our relations with Italy are not improved by the sympathies freely expressed in this country for the politico-religious enthusiasts who are preaching a crusade against every throne in that peninsula. Our relations with France are not improved by our stubborn preference of constitutional government, even in the form of a republic, over military despotism. Our relations with the United States are threatened at this moment by a disagreeable and unaccountable incident, of which it is premature to speak till something is known about it. On the whole, however, it can hardly be said that we stand quite as well with the rest of the world as we did a twelve month since, tho' there was not much to boast of, even then. Perhaps England has no right to expect a very general amount of sympathy. Insulated in position, with a mixed political constitution, the asylum for refugees from all nations, showing her flag on every sea, and thrusting her manufactures into every market, unable to sympathize entirely with either monarchs against peoples or peoples against monarchs, she commands the respect, the fear, and even the admiration of mankind, but not their love or their free co-operation. Just now, however, another change is passing over this department of our public affairs. The advent of a new Foreign Secretary offers some hope that we shall preserve our boasted neutrality without either compromise or petulance; without offering the right hand to ramping despotism, and the left to democratic conspirators. The new Minister starts with the best of omens in his favor. In the mimic world of the Great Exhibition, with its territories, its sectional governments, its fierce competition, and its common appeal, Lord Granville has performed the functions of King Æolus with most creditable success.

PROVINCIAL LEGISLATURE.

Fredericton, Jan 21.

The Canadian Delegates arrived last evening, and were introduced in the Assembly today. Nothing is yet known of their intentions.

The Bill for the erection of a new Registry Office in St. John passed in Committee,

HOUSE IN SUPPLY.—The ordinary Grants to the Clerks and Messengers of the Council and House, also those for Schools and Lighthouses passed

Many petitions with regard to Mining Leases were presented, and after some conversation a Committee was appointed to report upon the whole question.

The Governor, in reply to the address moved by Mr. Needham, said—he had no further information to communicate than was contained in the Despatches already before the house.

Mr. Harding moved for copies of the correspondence on the subject of Judges fees, and the remonstrance of the Judges (if any)

The Petition of the ministers of the Church of Scotland relative to the registration of births, deaths, and marriages, was referred to a Select Committee.

Thursday, 22nd January.

The Canadian Delegates are said to have expressed themselves strongly in favour of the Rail Road route by the Valley of the River St. John. The Government has prepared a project, which will be submitted to the Delegates.

Bills to regulate the printing of the Acts of Assembly, to add the territory obtained by this Province by the settlement of the Canadian Boundary question, to the Counties of Victoria and Restigouche, and to incorporate the St. Stephen's Boom Company passed in Committee.

The Attorney General introduced a Bill to amend the Law for the collection and protection of the Revenue.

The Bill relating to Public Wharves in Portland passed.

The Auditor General's accounts were laid on the table.

In reply to the Address moved by Mr. Harding relative to the correspondence on the subject of the Judge's fees, the Governor promised to give the information required.

The time for receiving Petitions is extended to Tuesday next.

A petition from the seventh son of a seventh son (from the County of Kent) claiming remuneration for having cured over thirty poor persons of scrofula, was presented, and, at the desire of the house, read by Mr. McPhelim. Several cases were cited, some of them attested to, of miraculous cures.

Dr. Thompson suggested that as this man must in virtue of his birth possess the faculty of second sight in addition to that of healing, it would be advisable to procure the benefit of his services; he could tell them whether they were to have a Railroad, and in many other respects his assistance would no doubt prove invaluable.

Petition ordered to lie on the table.

A number of documents relative to the decision on the disputed boundary question were laid on the table, but not read. Dr. Lashington, the Umpire, declined accepting any pay for his services. Earl Grey suggests that to pay the other arbitrators £200 should be remitted out of the funds yielded by this district and reserved.

On the Bill for abolishing the Judges' Fees passed last Session, Earl Grey says, "That until the Legislature shall have secured to the existing Judges, compensation for the loss of emolument which they would suffer by this law, it will not be in my power to submit it for her Majesty's confirmation."

Of the resolutions passed by the house on the 20th of April, Earl Grey says in a Despatch dated June, 1851—

"I have read these resolutions with regret, inasmuch as I cannot admit that they express just and constitutional views of the nature of that system of Government which I am no less anxious than the Assembly to see fully established, and securely maintained in New Brunswick."—And then on the subject of the communication of correspondence by the Lieutenant Governor to the house, he refers to the previous Despatch of the 31st March last.

On the subject of Bounties he would take another opportunity of addressing them.

"The reduction in the salary of the Lieutenant Governor, he is not prepared to assent to. It was settled upon full deliberation, and made a permanent charge upon the Province as part of an arrangement then regarded as highly satisfactory by the Legislature; nor is the salary in his opinion more than adequate remuneration for the services expected from the person occupying that high situation. Whether the Province may not be altogether relieved from this arrangement similar to that he ruggested to Canada in a Despatch addressed to Lord Elgin on the 14th March last, is another question necessary to be discussed at present." A copy of this he says is annexed, but it is not among those laid before the house.

In reply to Earl Grey's despatch of the 12th June, 1851, in which the reasons for delaying the Royal assent to the Facility Bill are given, Sir Edmund Head forwarded the following memorandum to His Lordship, under date of 11th of July, 1851:—

MEMORANDUM.

"The Executive Council of New-Brunswick much regret that Her Majesty's Principal Secretary of State for the Colonies should have determined on not submitting the Facility Bills of last Session, relating to the two Railways, for the confirmation of Her Majesty in Council, because the Act incorporating the North American and European Railway Company does not contain some provisions deemed by Her Majesty's Government as essential for the protection of Imperial interests. These provisions, the Council cannot entertain the least doubt, will be made whenever the Legislature are again convened, an event which will in all probability take place at an earlier period than usual. The Facility Bills were introduced into the House of Assembly by the Local Government, as measures in which they considered the interests of this Province were deeply involved, and were carried almost by acclamation in both Houses.

"Under these circumstances, the Council feel, as a part of the Government, that they are seriously weakened by the action of the Imperial authorities, more particularly as no objection has been raised by them against the Facility Bills, but on the contrary, in all their provisions, they are sanctioned by Earl Grey's despatch.

"The Council feel that no possible injury could arise by passing the Bills in question; but holding them in abeyance until amendments be made to the Act of Incorporation, must inevitably have a tendency to excite great dissatisfaction among a large portion at least of the people of this Province interested in the success of the European and North American Railway, inasmuch as no action, so far as raising subscriptions for Stock, can or will be had until the acquiescence of the Crown in the Facility Bills for that Railway be first had.

"The Council therefore humbly hope and trust that Earl Grey will feel himself authorized to waive all objections, and that he will submit the Bills for Her Majesty's gracious approval.

R. L. HAZEN,
J. A. STREET,
J. R. PARTELOW,
W. B. KINNEAR,
G. S. HILL."

The Rt. Hon. Earl Grey, &c. &c. &c.

Next we have an extract from a despatch of Sir Edmund Head to Earl Grey, dated 2d of August, 1851, as follows:—

"I have also the honour to append to this despatch a copy of a memorandum agreed upon by the Members of my Council thus re-constructed, as expressing the policy which they propose to pursue in the matter of the Halifax and Quebec Railway."

"*In Committee of Council, 1st Aug.* 1851.

"Memorandum in regard to the Railway policy of the Provincial Government, viz:—

"That the proposal made by the Secretary of State for the Colonies, as expressed in Mr. Hawes' letter, under date of the 10th March last, upon the subject of Railways in these Provinces, shall be accepted in full, so far as the amount necessary is concerned, and upon the proportions specified in Mr. Howe's report to his Government on his return from the Delegation to Canada, or on terms not less favourable, and upon such better modification of the terms specified in Mr. Hawes' letter respecting the securities to be offered by the Province as can be obtained. It being distinctly understood that the Government will not accept any proposals for building the Great Trunk Line which shall not embrace in an equally favourable and explicit manner the European and North American Railway—the liability for the latter line being solely confined to the Province.

"It is also understood that the Government will urge upon the Imperial Government the propriety of obtaining Imperial aid in addition to the guarantee, in consideration of the valuable land which will be conceded by New-Brunswick along both lines for emigration purposes, and of the great national importance of the undertaking."

"*Downing Street, 5th August*, 1851.

"SIR,—I have to acknowledge the receipt of your despatch of the 11th July, enclosing a memorandum of the Executive Council of New-Brunswick, with reference to the Railway Bill, which formed the subject of my despatch of the 12th June last. My subsequent despatch, of the 27th June, will have placed you in possession of the Order of Her Majesty in Council, confirming the Act to facilitate the construction of the Saint Andrews and Quebec line.

"With respect, however, to the two Acts for facilitating the construction of the European and North American Railway, much as I regret that any delay should occur in submitting them for Her Majesty's approval, I cannot regard the evils which may arise therefrom in so serious a light as those which would result from omitting in legislation upon this subject the provisions necessary to secure the general interests of the Empire, and I must, therefore, consider it my duty to defer tendering any advice to Her Majesty respecting these Bills, until the amendments in the Act of Incorporation required by my despatch of the 12th June shall have been adopted by the Provincial Legislature.

"I am &c., "GREY.

"Lieut. Governor Sir E. HEAD, Bart."

The following is an extract from Despatch No. 288, of Earl Grey to Sir Edmund Head, dated Downing Street, 28th August, 1851:—

"With respect to the memorandum of your Council appended to your despatch, 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 farther than was promised in my despatch of the 14th March last."

WEDNESDAY, *January* 21.—The House went into Committee of supply, and passed several of the ordinary grants. On the grant of £10,000 for the Common Schools coming up, Mr. Needham took objections on the ground that the said sum could be drawn under His Excellency's warrant in accordance with the law of the land, and that a special appropriation was unnecessary; several Hon. Members expressed opinions *pro* and *con*. Mr. Johnson replied to Mr. Needham that by the law the Lieut. Governor was not limited to any amount, and that an appropriation was necessary, as it restricted the amount. The grant passed without a division.

A great number of petitions were presented; among them one by Mr. Stiles, praying that a law may pass defining the rights of Lessees of mines. A special Committee consisting of nine members was appointed, to whom were referred this, and other petitions of a similar nature.

At precisely two o'clock, the Speaker having called the House to order, announced that three illustrious strangers from Canada were in waiting, whom he was about to introduce to the House. The Hon. Messrs. Hincks, Young, and Tache, were then introduced to the Speaker by the Hon. Attorney General, and having been provided with seats in the New Lobby, they were afterward introduced, severally, to the members.—*Head Quarters.*

JANUARY 23.

A number of unimportant Bills passed in Committee to-day.

The Bill for the erection of a Wharf at Reed's Point passed without opposition.

The Portland Fire Law passed.

The bill to erect St. James' Parish was committed. Mr. Needham objected to the words, "as by law established." A warm discussion followed. Progress has just reported.

The bill to impose a Tax upon Wild Lands was committed; the principles of the bill was approved by a large majority.

The Executive members have not been in the House all the morning—the Council had a meeting, but nothing is yet known of their proceedings.

Mr. Chandler goes to Halifax to morrow.

It is reported that the Attorney General and Mr. Perley have quarrelled.

January 24.

The Canadian Delegates with Hon. Mr. Chandler left this morning for St. John and Halifax.

It is stated that the route by the Valley of the St. John has been agreed upon by the Governments of Canada and New Brunswick, and the route by the North Shore is now entirely out of the question.

The bill for the protection and collection of the Revenue was committed; it is a consolidation of the present laws. It was not got through with when the House adjourned shortly after one o'clock.

Sums recommended by Committee for the road service are—Great Roads, £12,000—Bye Roads, £15,000—Special Grants, £8000.

January 26.

This day's work in the house is not important. The bills to Incorporate the Kent Agricultural Society, and to amend the Law relating to Lunatics, passed in Committee. The bill for the protection and collection of the Revenue was again committed and 15 clauses passed. The subject of the salaries of Deputy Treasurers was opened up again, consideration of amount deferred. There was a warm discussion on the bills to provide for the erection of a Court House in Fredericton. The Railroad news has been received, members are so perplexed they will scarce venture an opinion. More petitions still coming in. Nothing done in the Council.

JAMAICA.—The House of Assembly and Council of Jamaica have joined issue with the Executive, on the question of "privilege." Both branches soundly maintaining that it is the *birthright of the people of a free Colony to have the immediate benefit of all the public Acts as soon as they have passed the Colonial Legislature.*"—(i. e.)—They deny the veto power of the Crown as capriciously resorted to by a Colonial Secretary.

The Assembly in its "Address," maintains that "to hold up instructions addressed to the Governor as a guide to the Legislature is simply to place the House at the disposal of the Colonial Minister; and to surrender every privilege belonging to an independent Legislature."

The Council in *their* Address, assume the same tone, reiterate the same views, and back their remonstrance by a series of strong Resolutions.—*Halifax Sun.*

Admiral Seymour was visiting the different Islands in the Cumberland.

Lord and Lady Wharncliffe, the Rev. Lord Charles Hervee, and the honorable Miss Copely, daughter of Lord Lyndhurst, had arrived at Barbadoes on a visit.

Shocks of earthquakes have been felt at St. Thomas, Trinidad, and Gaudaloupe.

QUEBEC, Jan. 7.—The ceremony of breaking ground on the Quebec and Richmond Railway took place with much *eclat* on the opposite side of the St. Lawrence this afternoon.

Shortly after noon, the whole company, including several ladies, arrived at the ground selected.

After an English and French address from the Hon. Mr. Caron, the Hon. Inspector General Hincks, in the absence of the Governor General, performed the ceremoy of turning the first spadeful of earth. The Hon. gentleman then spoke from the platform for some time, alluding to the aid given by the Government to the construction of Railroads, as certain to produce great and important results to the benefit of the public revenue, and to the advancement of agricultural as well as commercial interests.

The Hon. Receiver General Tache then spoke in French, and was followed by the Hon. J. Rolph, Commissioner of Crown Lands.

The whole of the invited guests and stockholders then adjourned to a substantial collation.

QUEBEC, Jan. 14.

MARRIAGE.—This day were celebrated at the Cathedral Church of this city, by the Lord Bishop of Quebec, assisted by Dr. Mackie, the nuptials of Ellen Hincks, eldest daughter of the Honourable Francis Hincks, Inspector General, with Charles Ready, Captain in the 71st Highland Light Infantry, eldest son of the late Major-General John Ready, some years Civil Secretary in Canada under the Duke of Richmond, afterwards Lieutenant-Governor of Prince Edward's Island, and finally of the Isle of Man.

His Excellency, The Earl of Elgin, assisted at the ceremony by his presence in the Church. The lovely bride, who appeared in the full bloom of youthful beauty, was given away by her Father.

The Bridesmaids were, Miss Bowen, Miss Killaly, and Miss Matilda Hincks.

Captain Ready's Best-men were, The Right Honourable Lord Mark Kerr, Captain Hamilton, 71st Light Infantry, A. D. C., and Mr. N. Bowen.

The Cathedral was crowded by persons anxious to witness a ceremony, which, notwithstanding its antiquity, and frequency, throughout all the nations of the globe, seems to have lost none of its freshness and interest for the human heart and mind.

In the immediate circle around the altar we observed His Excellency the Governor-General, Col. and Mrs. Bruce, Chief Justice Bowen and the Misses Bowen, The Postmaster General, The Secretary of the Province, The Speaker of the Legislative Council, Madame and Mdlle. Caron, The Commissioner of Crown Lands, The Attorney-General for Upper Canada, The Chief Commissioner of Public Works, Judge and Mrs. Meredith, &c. &c.

After the conclusion of the ceremony the whole party repaired to the private residence of the Hon. F. Hincks, in St. Lewis Street, where a sumptuous dejeuner laid for 70 guests, exhibiting in a happy union the most rare and substantial delicacies, with those gay and varied embellishments with which the culinary *artiste* of the day decorates our modern repasts, awaited them.

The usual toasts upon these happy occasions were proposed and responded to with flowing glasses. His Excellency, in giving the principal domestic toast of the day, exhibited that rare felicity in the choice of topics and expressions for which, whether at a national jubilee or a private matrimonial celebration which he honors with his presence, he stands confessedly unrivalled upon the continent of America.—*Quebec Gazette.*

UNITED STATES.

WASHINGTON, January 19th.

In M. Hulsemann's letter to the President on Friday last, he inquires whether Mr. Webster, in his speech at the Kossuth banquet, spoke as Secretary of State, and if the views there expressed are those of the United States Government, and says that if these questions are answered in the affirmitive, it will be his duty to withdraw from his position and await the instructions of his Government, as to the course he should pursue. Hulsemann in explanation of his departing from the usual course by addressing the President directly, says he can have no communication whatever with Mr. Webster, either as a private individual or officially, after the manner in which he has denounced the Austrian government. Hulsemann has been requested privately to withdraw his note, if not he will be permitted to withdraw to some other city, and await instructions from home. Mr. Webster has not, and will not notice his communication.

Senator Benton to-day sold Col. Fremont's tract in California to an English company for $1,000,000.

NEW YORK, Jan. 17.—The Spanish sailor Lopez has been respited by Governor Hunt for 90 days. The lady of the Spanish Consul was the first to bear to him the welcome news.

NEW YORK, Jan. 19.—The steamer Daniel Webster sails to-morrow for Nicaragua, with nearly 500 passengers. The Prometheus, which leaves early in February, has a like number.

Two returned Californians, per Union, were robbed on the passage of $5000, their hard earnings for three years. The waiters of the vessel were arrested but afterwards discharged. It is now supposed the robbery was committed at Kingston.

Ole Bull, who arrived in the Asia, comes merely on a pleasure visit, and will return in a few weeks.

NEW YORK, Jan. 20.—*The Ice.*—The lower bay is nearly one solid mass of ice, and it is almost impossible for a vessel to get out or in.

At New York on Tuesday morning, the harbour was frozen over to Brooklyn, the ferry boats were stopped, and the numerous passengers between the two cities had to cross on the ice. The ice broke up the next day.

At Philadelphia, passengers were obliged to pass on the ice to Camden, during two days. Thermometer 7° below zero.

BALTIMORE, Jan. 20.—The weather is most intensely cold, the thermometer being eight degrees below zero. The Potomac is frozen over.

BUSINESS ON THE ERIE CANAL.—The business at the Weigh-lock at Rochester, the past season, has been enormous. The number of boats which passed greatly exceeded that of any previous year. The whole number bound eastward was 8145. The average weight of each cargo was 154,790 pounds. Whole number of western-bound boats re-weighed, 48; number of boats without lading, 178. Of the whole number 1417 had cargoes of lumber. In 1850 there were 7179 boats weighed, and in 1851, 8371—showing an excess this year of 4193. The average tonnage the present season is 4795 more than last year.

BOSTON, Jan. 21.—The Tremont Temple is filled with Temperance delegates. The petitions for the Maine Law has been presented to the Legislature, signed by over 126,000. The procession was numerously attended.

PANAMA, Dec. 27.—The steamer Golden Gate will leave in a day or two, and will carry off from 1100 to 1200 passengers. The multitude coming this way increases every week in numbers, and by the 15th of January we expect there will be as many persons awaiting passage here as now are sailing.—Vessels are at high premium, and so is beef and pork, and other ship stores.

The crowd of emigrants to California still pours in on us, and every vessel fills with passengers. Yesterday morning at 10 o'clock, the bills of the steamer Comet were put up, and before one every ticket was sold. This morning, at eight o'clock, Messrs. Whitt & Mertons put up brig Eliza Taylor, and she is now full.

The American Mail Steamer *Arctic* arrived below New York on Tuesday night, in about 13 days from Liverpool, with dates to the 7th inst.

We beg to acknowledge the receipt of a neatly printed pamphlet from the press of Messrs. J