

DOMESTIC.

(From Royal Gazette Extraordinary, July 26.)

DELEGATION TO CANADA.
MR. HOWE'S REPORT.

AMHERST, July 20th, 1851.

SIR,—The negotiations, which I was charged to conduct with the Governments of Canada and New Brunswick, having been brought to a close, in a final Conference held with the Delegate from the latter Province this afternoon, I lose no time in submitting, for the information of His Honor the Administrator of the Government, a Report of my proceedings under the Commission and Instructions with which I was honored by His Excellency Sir John Harvey.

You are aware that His Excellency Sir Edmund Head had selected the Hon. B. Chandler to represent the Government of New Brunswick at Toronto, and that it had been arranged that I was to meet him at Dorchester on the 1st of June.

As I had to pass through the County of Cumberland, where the Bill, pressed so earnestly on the Legislature at its last Session, originated; and as it was more than probable that public opinion in New Brunswick would be largely influenced by the decision of that County against the measure, and in favor of the proposition made by Her Majesty's Government, I deemed it to consist with my duty to invite, in the Shire Town, the most ample discussion of the whole subject. I therefore addressed a letter to the Custos Rotulorum of Cumberland, acquainting him with my intention to attend any meeting that might be called for that purpose.

On reaching Amherst I found that a meeting had been convened, and that a very numerous and respectable body of the leading men of Cumberland crowded the Court House. The result of an animated discussion, which extended over several hours, was an almost unanimous decision to sustain the views and policy of the Government.

At Amherst I received invitations to attend two meetings in the County of Westmoreland, New Brunswick, and another in the County of Kent: the former I accepted, as the place named lay upon my route—the latter I was compelled to decline. The unanimity of feeling displayed at Dorchester, and at the Bend of Peticodiac, convinced me that the rural population of New Brunswick only required information; and that, when the subject came to be fully discussed, their support would be given to any fair modification of the terms which the Legislature had rejected.

An experiment on the City of St. John appeared to offer less assurance of success. The office bearers and agents of the Portland Company resided there, and formed, with their friends, clients and stockholders, an organized combination. A large portion of the press had taken its tone from these gentlemen; and, for many weeks, the propositions contained in Mr. Hawes's letter, and the general policy of this Government, had been discussed in a spirit, which was certainly not calculated to ensure me a very cordial reception. When I entered the city I was assured that there would not be three exceptions to the unanimity with which the offers of Her Majesty's Government would be rejected and condemned. The result of the discussion which ensued, at a public meeting to which I was invited by the citizens, may be gathered from the altered tone of a very influential portion of the press, and from the fact that the promoters of the Portland Company have postponed further proceedings until the 20th of August. "It is evident," says the Editor of the Freeman, (a journal originally hostile—still doubtful, but faithfully interpreting the prevailing sentiment of the community,) "that the public mind is excited by the magnificent proposal of Earl Grey, as interpreted by Mr. Howe and others."

Having attended three meetings within His Excellency's Government, I deemed it but respectful to proceed to Fredericton, and explain to Sir Edmund Head the reasons by which I had been influenced, and the general views which I entertained. These explanations were regarded as satisfactory, and I received from His Excellency very gratifying marks of confidence and consideration.

On reaching St. Andrews, on my way to the United States, I was met by a deputation, with a request that I would address a public meeting at that place on the following day. Though apprehensive that the interest which the people of St. Andrews naturally felt in the success of their own Railroad, might place them in hostility to the inter-colonial lines, I consented to attend the meeting, and received, at its close, the most satisfactory assurances, from a very large assemblage of all ranks and classes, that no mere local interests, or predilections, would induce St. Andrews to place herself in opposition to a great scheme of inter-colonial policy and improvement.

The charge having been frequently made, that the Government of Nova Scotia had broken faith with the Portland Convention, and much pains having been taken to persuade the people of that city that the North American and European line had been abandoned, it appeared very desirable that the conduct of this government should be vindicated, and its policy clearly explained to the leading men of this friendly and very interesting community. Mr. Chandler and myself spent nearly a day at Portland, on our way to Canada.

John A. Poor, Esquire, one of the most active members of the Convention, rejoined us at Toronto, and we exchanged frank explanations with, and received much courtesy from that gentleman

and his friends, on our return. Misconceptions, previously entertained, were dispelled by these friendly conferences. Mr. Hawes's letter of the 10th March; Earl Grey's despatch of the 14th, addressed to the Governor General, with copious extracts from the correspondence between the Imperial and Colonial Governments, have been published and extensively circulated in the State of Maine. Assuming that the policy explained to them will be acted upon in good faith, and "that the Provinces of New Brunswick and Nova Scotia will, in some mode or other, most agreeable to themselves, carry out the plan of a continuous line of Railway from the boundary of Maine to the eastern shores of Nova Scotia," all opposition to our policy has been wisely withdrawn by the people of Portland, who are now appealing to the legislature and citizens of Maine, to come promptly forward and supply the means to complete that portion of the line which is to extend from Bangor to the boundary of New Brunswick.

Mr. Chandler and myself reached Toronto on the 15th June, and during our stay at the seat of government, received from His Excellency the Governor-General—from the Speakers of the two Houses of Parliament—from the Members of Administration, and from the Mayor and Citizens of Toronto generally, such marks of distinction and courtesy as assured us of the very high estimation in which the Provinces we represented were held.

Invited to take seats in Council on the 16th, we were at once assured of the cordial co-operation of the Government of Canada—of the readiness of the Administration to accept the terms offered by the Imperial Government, and to unite with Nova Scotia in meeting the difficulties presented in New Brunswick, by such fair modification of those terms as would enable Mr. Chandler to secure the co-operation of that Province. It is due to that gentleman to state, that he made no importunate demands—explained the position of his government, and the prevailing sentiment of the country, frankly, and then left it to the discretion and good feeling of the Conference to determine to what extent the peculiar aspects of New Brunswick should be considered, and aid given to that Province, in the construction of one of her great lines, to enable her to complete them both.

If New Brunswick maintained an antagonistic position, it was clear that neither the line to the St. Lawrence nor that to Portland could be accomplished, the proposition of the British Government would in that case have to be rejected, and the three Provinces be driven, in bad temper, and at ruinous rates of interest, to carry on their internal improvements without mutual sympathy or co-operation.

To obviate this state of things appeared to all parties most desirable; and, at length, Mr. Chandler was empowered to invite the co-operation of his Government, upon these terms, it being understood that the Governments of Canada and Nova Scotia were to be bound by them if New Brunswick acquiesced:

That the line from Halifax to Quebec should be made, on the joint account and at the mutual risk of the three Provinces, ten miles of Crown Land along the line being vested in a joint Commission, and the proceeds appropriated towards the payment of the principal and interest of the sum required.

That New Brunswick should construct the Portland line, with the funds advanced by the British Government, at her own risk.

That Canada should, at her own risk, complete the line from Quebec to Montreal, it being understood that any saving which could be effected, within the limits of the sum which the British Government are prepared to advance, should be appropriated to an extension of the line above Montreal.

That, on the debt contracted, on the joint account of the three Provinces, being repaid, each should own the line within its own territory.

It was also understood that Canada would withdraw the general guarantee, offered for the construction of Railways in any direction, and that her resources should be concentrated upon the main Trunk Line, with a view to an early completion of a great inter-colonial Highway, on British Territory, from Halifax to Hamilton, from whence to Windsor, opposite to Detroit, the Great Western Company of Canada have a line already in course of construction.

This policy having been arranged, it became very desirable that Mr. Chandler should return promptly to New Brunswick, to submit it to his Colleagues—and to assure himself that, in the event of the Administration assuming the responsibility which it involved, they would be sustained by a majority of the Legislature. Allowing a sufficient time for a deliberate review of the whole ground, and for a final decision, a meeting was arranged with Mr. Chandler, at Dorchester, on my return. I rejoined him this afternoon, and was happy to receive from him the assurance that the Government of New Brunswick will be prepared to submit the policy agreed upon to the Legislature of that Province, with the whole weight of its influence, so soon as the Government of Nova Scotia intimates that it is prepared to co-operate on the terms proposed.

The final adoption of this great scheme of inter-colonial policy now rests with the people of Nova Scotia, to whom, it is probable, that it will be submitted by a dissolution of the Assembly at an early day. I have pledged the Government to it beyond recall. I have staked, upon the generous and enlightened appreciation of their true interests by my countrymen, all that a public man holds dear. Having done my best to elevate Nova Scotia in the eyes of Europe, and of the surrounding Colonies, I have no apprehension that she

will repudiate the pledges which I have given. Her clear interest demands the prompt acceptance of the proposition.

1st. Because it secures to her, within a very few years, a Railway communication of 1400 miles, extending through the noble territory of which she forms the frontage, and with which her commercial, social and political relations, must be very important in all time to come.

2nd. Because it gives to her, almost at once, connection with 8000 miles of Railway lines, already formed, in the United States—makes her chief seaport the terminus for ocean steam navigation, and her territory the great highway of communication between America and Europe.

3d. Because, on the extinction of the debt, she will possess a Road with which there can be no competition within the Province—a road towards which two great streams of traffic must perpetually converge, and the tolls upon which must become a source of revenue, increasing with each succeeding year.

4th. Because the completion of these great lines of communication will give to all the North American Provinces a degree of internal strength and security, and consideration abroad, which will far transcend any pecuniary hazards which may be incurred.

5th. Because the completion of these lines will draw into the Province much of the surplus labour and capital of Europe.

6th. Because the line from the Seaboard once completed to Canada, there cannot be a doubt that it will soon be extended into the fertile and almost boundless country beyond; being followed, at every advance, by a stream of Emigration, and ultimately, and in our own time, reaching the shores of the Pacific.

It may be argued that we ought not to risk anything beyond the limits of our own frontier. But I regard the risk as involving a very slight liability beyond what we have already cheerfully assumed.

All our calculations have been based upon the presumption that our Roads will cost £27,000 currency per mile. From the best information which we could obtain in Canada and in the United States, and we gathered the opinions of the chief promoters of the Vermont, Great Western, Portland, and St. Andrews' Roads, there is every reason to believe, if the Provinces avail themselves of the most modern experience, and of the present low price of iron, that with the money in hand, and large contracts to offer, the work need not cost much more than £5,000 currency per mile. Should this be the case, the sum which was originally contemplated will probably cover the whole expenditure for which Nova Scotia will be liable; and if it does not, with her present low Tariff, and annually increasing consumption, the deficiency may be soon supplied.

But, after a careful examination of the country traversed by American and Canadian Railroads, and of the general testimony borne by their promoters and officers, that in all cases the money with which they have been constructed has cost from 7 to 12 per cent, I have brought my mind to the conclusion that a Railway built with money at 3½ per cent, will pay almost immediately, even if made through a wilderness, provided the land be good, water power and wood abundant; and provided that there are formed settlements at either side, to furnish pioneers, and local traffic with them, when they are scattered along the line. We have other resources, beyond our own limits, in associations of the industrious and enterprising, who are prepared to come into the Provinces the instant these great works are commenced, and who, within the limits at least of the lands dedicated to this enterprise, will soon form a continuous street, through that portion of the territory between our frontier and the St. Lawrence, which appears to present any really serious hazard.

In estimating the relative risks and advantages which this scheme involves, it should also be borne in mind, that while Nova Scotia has but little Crown land left along her portion of the line (and this has been frankly explained) the lands which Canada and New Brunswick are prepared to grant are extensive and valuable. They will probably amount to 3,000,000 of acres, which, if sold at 5s. an acre, (and with a Railroad running through them they will soon command a much higher price,) would form a fund out of which to pay the interest on the whole capital expended for the first three or four years.

I cannot close this report without some notice of the very enthusiastic and honourable treatment that I received during short visits to Quebec and Montreal. In both Cities, men the most distinguished for social positions, commercial and intellectual activity, and commanding influence, vied with each other in recognizing the importance and value of the maritime Provinces. Among all ranks and classes the Railroads seemed to be regarded as indispensable agencies by which North Americans would be drawn into a common brotherhood—inspired with higher hopes—and ultimately elevated, by some form of political association, to that position, which, when these great works have prepared the way for union, our half of this Continent may fairly claim in the estimation of the world.

I have the honour to be, Sir,
Your very obedient servant,
JOSEPH HOWE
Wm. H. KEATINGE, Esq., }
Depty. Secy., &c. }

Daniel Webster's commission, or fees, on the suits brought by Messrs. Train against the States of New York and Massachusetts, for recovery of certain monies, paid by them as head money, amounts to \$70,000.

MISCELLANEOUS.

DOES THE MOON INFLUENCE THE WEATHER?—From remote ages, a traditional opinion has prevailed among the rude—and civilized too—people of all nations, that the moon influenced the weather. A few years ago, the French astronomers reported against this opinion as a fallacy, and the question was thought to be settled; but in the July number of the American Journal of Science and Arts, Mr. J. W. Alexander contributes a short article on meteorological coincidences, in which he states as the result of a long continued series of observations, "that the third day before the new moon regulated the weather on each quarter day of that lunation, and also characterized the general aspect of the whole period." Thus, if the new moon happened on the 26th of May, 1851, the term day was the 24th of May; the weather on which the 24th of May determined what was to be on the 26th of May, and on the 3d, 11th and 19th of June, the quarter days respectively of that lunation. This is an important discovery, and shows that the influence of the moon is appreciable, contrary to the generally received opinion among the learned.

CURIOUS DISCOVERY IN BULGARIA.—A very curious discovery has just been made in the province of Bulgaria, in Turkey. Some Greek workmen, in digging near the village of Rahmanieh and the town of Hadziah, found a large table of gray colored marble; they removed it, and found one beneath exactly similar; having removed that also, they saw a great number of objects shining like gold and silver. They hastened to the captain of the district, and that functionary, assisted by two ecclesiastics, proceeded to make an examination. They found a skeleton of large stature, with a copper helmet on his head, surrounded by a thin crown of gold; the hands and arms up to the elbows were stained with something of a bronze color; in the right hand was a copper chain, with an incense-box of the same metal, covered with verdigris; on the third finger of the left hand was a gold ring, with the figures in Roman characters, 966. By the side of the skeleton were three cups in silver, very brilliant, and 26 cups in iron, very rusty, but bearing traces of having been gilded; there were also an immense number of nails, and about 500 arrows, of which the wood was rotten and the points rusty. The skeleton and the different articles were carefully packed up, and sent to Adrianople for examination.

CURIOUS EXPERIMENT.—There is a pleasing experiment which I have often made in my youth. It is this:—If you place your head in the corner of a room, or on a high backed chair, and close one eye, and allow another person to put a candle upon a table; and if you try to snuff your candle with one eye shut, you will find that you cannot do it—in all human probability you will fail nine times out of ten. You will hold the snuffers too near or too distant. You cannot form any estimate of the actual distance. But if you open the other eye the charm is broken; or it, without opening the other eye, you move your head sensibly, you are enabled to judge of the distance. I wish not for my present purpose to speak of the effect of the motion of the head, but to call your attention to the circumstance, that when the head is perfectly still, you will be unable with a single eye to judge with accuracy of the correct distance of the candle.—Professor Airy, Royal Astronomer.

EXTRAORDINARY EFFECTS OF LIGHTNING.—A late French newspaper relates a marvellous incident, which is said to have occurred during a thunder storm in the interior department of France. A barn, in which were two goats, was struck by lightning, but not burnt. After the shower, a woman who had been accustomed to feed the goats, went to the barn, and perceiving that the animals were entirely motionless, approached and touched them, when, to her great astonishment and alarm, they fell and crumbled to pieces, exhibiting nothing but a mass of cinders.

LONDON EXHIBITION.—One of the most singular inventions exhibited is the model of a man by Count Dainin. It represents the figure of a man five feet high, in the proportion of the Apollo, and from that size the figure can be increased in all its compartments to six feet eight inches. It is intended to facilitate the clothing of an army; and it is so ingenious that the Emperor pardoned and recalled Count Dainin, who is a Pole, on seeing this result of many years' labor. The number of pieces composing the model is 700.

INDIA RUBBER ARMOUR.—In Paris a new kind of cuirass for the use of the army, is shortly to be tried. This cuirass is of vulcanized india rubber, about half an inch thick. This thickness, it is stated, is more than sufficient to resist the action of a ball projected from any kind of firearm. All the experiments tried have proved entirely successful. The force of the ball is completely broken by the elasticity of the India rubber, and it falls on the ground at the feet of the person against whom it was sent.

The New York Sun of 17th inst. says that a steamship is now building, and will be ready for sea by the 1st of December, which is intended to ply between that city and Galway, stopping at Halifax on the route. The contract with the builder is that the steamer shall make the trip between Galway and Halifax in six days, otherwise the parties contracting for the vessel are at liberty to reject her.

The gold discoveries in Maine have turned out to be mere shams.