

# 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 Honorable Edward 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 Hon. Raulo rum of Cumberland, acquainting him of 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 Westmorland, New Brunswick, and another in the County of Kent: the former I accepted, as the places named lay upon my route—the latter I was compelled to decline. The unanimity of feeling displayed at Dorchester, and the Bend of Pettoicad, 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. Howe's letter and the general policy of this Government, had been discussed in a spirit, which was certainly not calculated to entice me a very cordial reception. When I entered this 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 August. "It is evident," says the editor of the Freeman, (a Journal originally hostile—still doubtful, but faithfully interpreting the prevailing sentiments 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 from the 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 interests which the people of St. Andrews naturally felt in the success of their own Railroad, might place them in hostility to the intercolonial lines, I consented to attend the meeting, and received, at its close, the most satisfactory assurances, from a very large assembly 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 at Dorchester, on my return, John A. Poore, Esquire, one of the most active members of the Convention, rejoined us at Toronto, and we made 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. Howe's letter of the 10th of 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—the readiness of the Administration to accept the terms offered by the Imperial Government, and to have with Nova Scotia its 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 important 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 assigned 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 the 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 were 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 intercolonial 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 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 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.

2d, 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 labor 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 streams 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 £7000 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 £5000 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 8 to 12 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 enter into the Province, and instant these great works are commenced, and who, within the limits, at least of Nova Scotia, will soon form a continuous street, through that portion of the territory between our frontier and the St. Lawrence, which appears not 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 honorable treatment that I received during short visits to Quebec and Montreal. In both Cities, men the most distinguished for social position, 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 been prepared the way for union, our half of this Continent may fairly claim in the estimation of the world. I have the honor to be, Sir, Your very obedient Servant.

JOSEPH HOWE.  
WM. H. KEATING, Esq. Deputy Secy. &c.

APPOINTMENTS TO THE EXECUTIVE COUNCIL.—We learned by telegraph from Fredericton yesterday, that George Hayward, M. P. for Sunbury, R. D. Wilton, M. P. for St. John, and J. H. Gray, M. P. also for St. John County, were sworn in members of the Executive Council, in the order named. A number of these gentlemen accept any office they will not be obliged to return to their constituents for re-election.

As the office of Surveyor General will not be vacated until the first of October, the appointment to that office will not be made until the end of September.

Hon. G. S. Hill, of Charlotte, has resigned his seat as an Executive Councillor.—[New-Brunswick.]

ANOTHER DEATH BY DROWNING.—We regret to state that Mr. Michael Brown, Mate

of the steamer Fairy Queen, was accidentally drowned by falling over the wharf, while going on board that steamer about 10 o'clock on Thursday night. Great exertions were made yesterday, with drags, to recover the body, but without success.—[lb.]

## THE STANDARD.

ST. ANDREWS, WEDNESDAY, Aug. 6, 1851.

St. Andrews & Quebec Railroad Company.

John Wilson, Esq., President.  
Julius Thompson, Esq., Manager.  
S. H. Whitlock, Esq., Secretary.

The Board of Directors meet every Thursday for the transaction of business.

Charlotte County Bank.  
Hon. HARRIS HATCH, President.

Discount Day—TUESDAY.

Hours of Business, from 10 to 2.

Bills and Notes for Discount must be lodged with the Cashier, on or before Monday, otherwise they must lie over until next week.

St. Andrews & Quebec Railroad Company.  
Commissioners—Robert Ker, John Lochary, R. Stevenson, D. Clarke, G. F. Stickney.

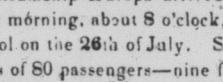
Saint Stephens Bank.  
Wm. Todd, Esq., President.

Discount Day—SATURDAY.

Hours of business, from 10 to 1.

Bills and Notes for Discount must be lodged with the Cashier, on or before Friday, otherwise they must remain in his hands until the following discount day.

Arrival of the Steamship



Europa.

The steamship Europa arrived at Halifax Monday morning, about 8 o'clock, having left Liverpool on the 26th of July. She brought upwards of 80 passengers—nine for Halifax.

The Europa ran down the American fishing schooner Florence, of Massachusetts, on Sunday night, and Joseph C. Snowers was drowned.

We are indebted to the New Brunswicker for the following synopsis of the news.

The new steamer City of Manchester sailed from Liverpool for Philadelphia on the 26th, at half past 7 A. M., with 175 passengers.

Cotton had declined 1d. during the week. The money market was firm.

Freights to North America were well supported.

The anti-Papal Bill (so called) after an attempt by Lord Montagu to exclude Ireland from its operation, passed through Committee in the House of Lords on the night of the 25th, by a large majority.

In the Commons, the Bill regulating the Customs has finally passed, being carried in opposition to Mr. Herrie's motion, that the Crown be petitioned to withdraw the maritime facilities extended to those Countries which had not reciprocated the concessions made. The debate was warm, but the free-traders overpowered the protectionists.

The visitors at the Crystal Palace on Friday numbered 26,502; the money taken amounted to nearly £3000.

The English journals contain an announcement of the death of the celebrated M. Duquenne, who expired recently near Paris.

Mr. Stevenson has concluded an agreement with the Pacha of Egypt to execute a Railroad between Alexandria and Suez, the work will commence forthwith.

IRELAND—Lord Arundell has started as a candidate for the representation of Limerick, but will be opposed by Mr. Russell, a popular resident merchant.

The Lord Lieutenant has left Dublin, en route for London.

Hon. Mr. Howe's Report.—We copy from the Halifax Colonist, Mr. Howe's Report of his mission to Canada, with reference to Railways. The Report explains clearly, the nature of the proposition to be made by Canada and Nova Scotia, to New Brunswick, which we trust will be accepted, as the best arrangement that could be entered into, if the people are desirous to build the Halifax & Quebec, and European & North American Railways. It is evident, that without the loan from the British Government, neither of these lines will be built for some time, as the funds required for their construction must be obtained at such high rates of interest, that the roads would not pay for many years, and the interest of which, would require a high tariff to meet it. We earnestly hope that the magnificent offer of the British Government will be accepted, and that this Province will co-operate with Canada and Nova Scotia on the terms proposed. The Report will repay an attentive perusal.

The St. John Road.—Complaints loud and deep are made respecting the state of the great road from St. Andrews to St. John, and certainly not without reason. Many parts of the road are covered with small loose stones rendering the travelling uncomfortable and unsafe for horses. The repairs on the road are said to have been made, with but little judgment; on some places a few shovels-full of earth have been thrown where a cartload is required, and earth has been hauled from level ground to fill up some uneven which, with proper management, could have been obtained nearer at hand by cutting down some of the numerous hills, and thereby improving the road. We understand that the people have taken the matter in hand and will make such representations at Head Quarters, as will be attended to. It requires more attention and the exercise of some judgment, before it will be what it should have been long since, a good road. The amount of money which has been granted for the last fifteen years was almost sufficient to have paved it.

In the Courier of Saturday last, the Hon. Mr. Gray publishes a card to his constituents, stating in the most satisfactory manner, his reasons for his acceptance of a seat in the Executive Council. He says that he has not taken any place of profit or emolument, nor has he the premise or expectation of any. It is evident from the address, his reason for joining the Executive, was a desire to promote the best interests of the Province, by carrying out those great public objects the Halifax and Quebec, and European & North-American Railways. Want of room prevents our giving the address in full.

MARRIAGES.  
On the 30th ult. by the Rev. John Ross Mr. Joseph Goddard to Miss Orinda Simpson, both of Eastport.

On the 2d inst. by the Rev. J. C. McDevitt, Mr. John McCarty to Rose, daughter of Mr. Patrick Hynds, both of this place.

On the 29th ult., by the Rev. Mr. Ross, Mr. George Treacraft, to Miss Eleanor Jane Hooper, both of Deer Island.

SHIPPING JOURNAL.  
PORT OF ST. ANDREWS.

—ARRIVED—  
July 29th.—Packet Fame, Cole, St. John, —merchandise.

30th.—Packet Matilda, McMaster, Esq., provisions.

Schr. Mary Elizabeth, Wilson, Cumberland, coal.

July 29th.—Schr. DeFance, Clark, Boston bark.

Arrived at St. George.  
July 30th.—Brig British Lady, —H. E. Serje.

Aug. 2d.—Ship Albus, Gregory, Liverpool, deals—D. & T. Wetmore.

Arrived at St. Stephen.  
July 21st.—Brig Paragon, Burnley, New-  
port, N. S.—Wm. Todd, ballast.

25th.—Am. Ship Mary Glover, Chase, Boston—Wm. Todd, ballast.

Cleared at St. Stephen.  
July 21st.—Brig Boundary, Sanford, De-  
mevra, lumber—W. Todd, ballast.

23d.—Brig Osprey, Bancroft, Grenada, lumber—A. McCulloch.

24th.—Am. Ship Medomak, Rich, Bristol, deals.—F. H. Todd.

Austrian Barque Grazia, Bussanich, Belfast, deals—W. T. Rose.

Arrivals in Europe from St. Andrews.  
July 15th, Fenelon, at Hull: 24th, Bellona, at ditto. From St. Stephens, 17th, Sachem, at Liverpool: 23d, Charles Humberton, at ditto. 24th, Triton, at Fleetwood.

NOTICE  
The regular Quarterly Meeting of the ST. JOHN'S AGRICULTURAL SOCIETY, will be held at St. Stephen, on Thursday the 28th August, instant.

GEO. S. GRIMMER, Secretary.  
St. Stephen, Aug. 4, 1851.

FLOUR.  
To arrive per "VOLANT," from New York: 100 BLS. No. 1 Canada Super-fine FLOUR, which will be sold low.

Aug. 5, 1851. J. W. STREET.

ROYAL ARCH CHAPTER, No. 318.

THE QUARTERLY MEETING of Hibernian Royal Arch Chapter, No. 318, will be held at the Masonic Hall, on Thursday evening, the 14th inst. at 7 o'clock.

By Order of the Principals.  
Aug. 6, 1851.

INDUSTRIAL EXHIBITION, AT THE Saint John Mechanics' Institute.

NOTICE TO CONTRIBUTORS.

It is requested that all persons who desire to contribute to this "Exhibition of our Domestic Manufactures," on the 9th September next, will transmit to me, by the 20th August inst., a list specifying the name and description of each specimen of workmanship or invention they may desire to exhibit. The Building will be completed and ready for the reception of any Articles on MONDAY, the 1st September next, and will be kept open during the week for that purpose, after which nothing can be received, as it is intended to publish a full Catalogue of everything sent for exhibition, with the names of the Contributors, &c.

JAMES R. RUEL, Secy to Exhibition.  
Aug. 2, 1851.

## WATCHES Jewellery, &c.

The Subscriber has just received an assortment of WATCHES, JEWELLERY, and FANCY ARTICLES, which he now offers for sale.

Gold and silver Patent Lever and Vertical Watches. German Silver, and Sil Steel Watch Chains, G. & S. and common Watch Keys, G. and steel split Watch Rings, Gold Stone set and Silver Brooch and Black Brooches, Ladies and Gold Finger Rings, in a variety of Gold, Silver, and Pinstriped Cases, Gold and Silver, Gold, Silver, and Gold Pencil Cases, Ladies' Comp silver and common fittings; Silver and Plain Scent Bottles, Fancy Glass Paper Weights, Machete Desks, Card Cases, Porting Boxes, and Ink stands; Spectacles, Bonnets, Knives, and Straps, Combs, Sticks; Trays, Candelsticks, Steel Rings, Tea Balls, Sets Fire Tea Trays and Waiters, Old and new Fancy Toilet Soap, Viner's PERFUMERY, H. and Leather Purser, Portie Mo with a variety of other articles. Clocks, Watches Jewellery, and Cleaned: Quarters, and Log Glasses, ad-  
Clocks and Accordeons cleaned; Wedding Rings on hand to order.  
Cash paid for old Gold and Silver.  
GEORGE F. S.  
Aug. 5, 1851.

TRAINING SCHOOL, ST. ANDREWS.

THE TRAINING SCHOOL, established by the Provincial Government, will reopen on the 1st of September, for the purpose of instructing in the art of teaching, Teachers and other persons, as may be applied to. A Female Assistant has been engaged to instruct in the art of teaching, and can be applied to by persons who may wish to be instructed. EDWARD H. DUNN, July 25th—d. m.

## NOTICE

WHEREAS A PARTY of persons, on Thursday or Friday, 25th ult., landed, from two or three boats, on a small island, 12 miles out, at present without breaking open the doors, made to the Dwelling House, process malicious manner, to raising it, floors, pulling down bell-ropes and, after doing serious injury to the House, carrying off the contents. And whereas they also procured for tables, a quantity of the fields, where they trampled grass, laid down for hay—about two acres of it—cut, and an iron six pounder field gun, it over the bank into the sea, considerable injury to the sea and left all the windows wide by do give Notice that, if many of whom are known make satisfaction to me for the property, I shall lay a claim before the proper authorities and claim redress at the law.

TI  
Campo Bello, Aug. 2, 18

## BANKRUPT

In the matter of JAM against whom a Fiat issued.

TO be sold at Public Sale, on the 9th day of 12 o'clock, noon, at the Auctioneers, in the street—All my right, Provisional Assignee of to all his Real Estate in lotte.

By the Commiss H. P.

30th July, 1851.

From the First THE HOUSE seat occupied Apply to

Feb. 4, 1851.

## TEA, PAINTS,

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Spt. 16, 1850.

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Ships Articles

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