THE RAILWAYS.

MR. HOWE'S REPORT.

AMHERST, July 24th, 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. 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, or granted; 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 places named lay upon my route—the latter I was compelled to decline. The unanimity of feeling displayed at Dorchester, and the Bend of Petitcodiac, 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 ensure 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 discussions 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 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. 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. 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 modifications 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 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 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, as 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 stated, upon the generous and enlightened appreciation of their true interests by my countrymen, all that a public man hold 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 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 6000 miles of Railway lines, already formed in the U. 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 £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 Road need not cost 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 careful examination of the country, traversed by American and Canadian Railroads, and of the general testimony borne by their promoters and officers, 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 would 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 maratime Provinces. Among all ranks and classes the Railroad 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 honor to be, Sir,
Your very obedient Servant,
JOSEPH HOWE.

WM. H. KEATING, Esq.

From the Courier of Saturday.

To the Freeholders of the City and County of Saint John.

GENTLEMEN:

YOU will ask why I have joined the present Government, when I opposed it last winter? I will tell you. I have not taken any place of profit or emolument, nor have I the promise, assurance, or expectation of any. I am not, therefore, a Candidate for your suffrages, but I am desirous of your approbation. I have believed, for a long time that the true advancement of this Province will depend upon the introduction of Railways, and I believe a crisis has now arrived, when their immediate introduction will depend upon ourselves. Of the two lines proposed, I believe the European and North American line to be pre-eminently entitled to our support. Since the explanation given by Mr. Howe, at the public meeting in St. John, and during the progress of the negotiations with Canada and Nova Scotia, for a modification of the terms of constructing the Great Trunk Line from Halifax to Quebec, I have seen that the difficulties of building the European and North American line, as at first proposed, were almost insuperable—at any rate, that the Stock would not be raised by private subscription, while there was a possibility of its construction being included in the 3½ per cent loan—and that if it could be built for money obtained at that rate, its sure and immediate completion was the necessary consequence. It was certain that the County of Westmorland would withdraw its subscriptions, and by co-operating with the Counties in the North, centre, and West of the Province which are unanimous for adopting the Great Trunk Line, and for accepting the Loan, would be enabled to form an interest in the Legislature, which would entirely swamp the friends of the European and North American Railway, and secure the acceptance of the Loan for the benefit of the other, without reference to the latter line. Believing that the terms concluded upon between Mr Chandler and Mr. Howe—

"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.

would meet with the general approbation of the Province it became important, that if difficulties should arise as to getting the funds for the Portland line, owing to the Province having its sole guarantee to offer for that line—which was for the other there would be the mutual guarantee of the three Provinces—that there should be some arrangement by which the support of those interested in the line which could offer the best guarantee, should be secured for those interested in that line, which had had not so good a guarantee to offer—(it being remembered that the value of the guarantee is to be determined, not by ourselves, but by the Imperial Government, which advances the money.) Under these circumstances, having been invited by Her Majesty's Government to take a seat in the Executive Council, after discussion with the Council, I accepted the seat, only *upon the express condition that the interests of the European and North American Railway should be sustained to the fullest extent. It being distinctly understood that the Government will accept no proposals for building the Great Trunk which shall not embrace in an equally favorable and explicit manner the European and North American Railway*—the liability for the latter being, however, confined to the Province. You will thus perceive that the interests of the former, however great they may be, must necessarily be also given to the latter. Such was the object I had in view—I have explained it simply and plainly. I gain no personal benefit. I am aware I run much risk; but I think that on this great question of the Railways all minor considerations should be sunk. If the object should be obtained, the temporary misrepresentation under which a public man may labor is of little consequence. In the general prosperity which will result from the successful completion of these great works, I, as well as others, shall receive my share of benefit. If they fail, and I have erred in judgment, I must take the consequences, and leave political distinction to those of clearer heads or greater caution. It is a mistaken notion to suppose that the other parts of the Province have not their interests and influence; and if we allow ourselves to be governed by such local feelings and such limited views, as entirely to disregard those interests and that influence, we in St. John will reap nothing but disappointment. The development of the inexhaustible resources of the Northern and interior parts of the Province is as dear to the Representatives from those quarters as is that of ours to us; and a union of the resources of all will alone tend to make the Province the seat of wealth, intelligence, and improvement.

I have the honor to remain, Gentlemen,
Your obedient servant,
St. John, August 2, 1851. J. H. GRAY.

The Observer.

SAINT JOHN, AUGUST 5, 1851.

SEVEN DAYS LATER FROM ENGLAND.

[*By Telegraph to the News Room.*]

The R. M. steamer *Europa* arrived at Halifax yesterday morning, at 8 o'clock, in a little less than 9 days from Liverpool, with the mail of the 26th July. She brought about 80 passengers, children and servants included, —nine for Halifax. On Sunday night, at 12 o'clock, the Europa ran down and sunk an American (Mass.) fishing schooner the "Florence." All the crew (fifteen in number) but one, Joseph C. Snower, were saved. The "City of Manchester," the new steamer to run in connection with the "City of Glasgow," sailed on her first voyage on the 26th, for Philadelphia. She had on board 175 passengers.

Cotton had declined ⅛d. during the week.—The sales reached 45,620 bales, of which 35,810 bales were taken by the trade, and the balance for export and on speculation.

In the Corn market, the feeling was rather better, but quotations were unchanged.

In the Coffee, Sugar, Molasses, Tea, and Tobacco markets there is very little change.

The Money market was firm. Consols had advanced one-eighth during the week, closing on Friday at 96⅞ths for money, and 96⅞ths for account.

Freights to North America were well supported, and in some cases higher rates were paid for dead weights.

The visitors at the Crystal Palace on Friday 25th, numbered 26,802; the money taken amounted to nearly £3000.

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

PARLIAMENTARY.—In the British Parliament nothing of interest had transpired. The so called Anti-Papal Bill, after an attempt by Lord Monteagle to exclude Ireland from its operations, passed through Committee in the House of Lords, on the night of the 25th, and was to be read a third time the following week. The majority was large.

In the Commons the Bill regulating the Customs had finally passed. It was carried in opposition to Mr. Herries' motion that the crown be petitioned to withdraw the maritime facilities extended to those Inland Countries which had not reciprocated the concessions made by this country. The debate was warm; but the free traders overpowered the Protectionists.

Much of the time of the Commons was occupied in discussing the admission of Alderman Solomons, without arriving at a decision.

A number of gentlemen, with Lord Ashburton at their head, have formed themselves into an association for the purpose of inducing the Government to establish a uniform and low rate of postage on letters from all parts of the world.

In the city of London Baron Rothschild attended a public meeting, at which it was resolved to petition the House of Commons to reconsider their vote against the Baron's admissibility.

The importations of Cotton from Trinidad, Jamaica, Barbadoes and Grenada, the growth or produce of those places, at London, are considered of great import.

It is reported that the Messrs. Starkey & Co., of Liverpool, if allowed time, will pay 20s. to the pound.

Lieutenant the Hon. Arthur Cochrane, son of the Earl of Dundonald, has been promoted to the rank of Commander, in recognition of the gallant services of his father in the attack on the French fleet in Basque roads.

IRELAND.—Lord Arundell has started as a candidate for Limerick, but will be opposed by Mr. Russell, a popular resident merchant, Mr. Russell objects to the Earl of Arundell as an Englishman, and calls out Ireland for the Irish.—The Lord Lieut. had left Dublin en route for London.—The remains of the late Rt. Hon. Richard Lalor Shiell are to be taken from Florence to Ireland, at the expense of the Government.

The harvest in Ireland promises well. There is no truth in the Report of the potato blight. This contradiction is given on the authority of a Liverpool gentleman, who has travelled thro' Ulster and the greater part of Connaught.—The Synod of the Reformed Presbyterian Church, which just closed its sittings in Belfast, has adopted a series of very strong resolutions against the proceedings of the Court of Rome.

FRANCE.—The debate on the Revision was brought to a close on Saturday. The total number of votes received was 724. Majority in favour of the Revision, 168. Nevertheless the votes in favour not amounting to three-fourths of the whole, or 543, the proposition was pronounced rejected. The Mountain saluted the result with cries of Vive La Republique. M. Dupin, the President, who seldom takes part in ballots, voted in favour of the revision. Marshal Sebardeni died at Paris on Saturday, aged 79. The new Marshall, it is said, will be M. Oadinot. The National Guard of Chatel, Erault, where it will be remembered the President was insulted on the occasion of his visit to Poictiers, was dissolved by a decree of the President of the Republic. It is expected that the Councils General will be convoked for the 25th of August, and that the proposal to adjourn the Assembly from Aug. 18th to Oct. 20th will be adopted. M. Ernest Baroche, son of the Minister of Foreign Affairs, has been sent on a special mission to Italy. The Minister of Finance has presented to the Assembly a Bill authorising the formation of a Bank in Algeria. The Chamber of Commerce has decided that Algeria Cotton is of superior quality to any American.

The harvest no longer inspires apprehension. Every body agrees that there will be a fair average crop.

ITALY.—From the Roman States there are awful tidings of condemnation to flogging in the Galleys, to exile and imprisonment. At Faorga a Lieutenant of Austrian Carabineers was stabbed.

The Pope returned to Rome on the 15th. The Free Port of Venice was solemnly opened on the 20th ult.

In Portugal rumors of a ministerial crisis were rife, Saldanha not commanding that confidence it was hoped he would. In one regiment an actual revolt had broken out but was promptly quelled by his energetic measures.

The relations between the Porte and its subject the Pacha of Egypt are becoming more uncertain through the desire of the Sultan to bring the Pacha into more strict subjection, which he resists.—Mr. Stevenson has concluded a contract to execute a Rail Road between A'exandria and Suez, and the works commence forthwith.

In another column will be found Mr. Howe's Report of his proceedings in this Province and in Canada. It does not appear that Earl Grey's proposition, which was unanimously rejected by our Government and Legislature last session, has been in any way modified and amended, and as the terms proposed by Mr. Howe are, if anything, worse for New Brunswick than if we had to build the whole road and keep the lands, we cannot understand upon what grounds it is expected that the Legislature will stultify their former act, and now accept what they formerly rejected. We think our statesmen have been rather hasty in adopting these measures. We are inclined to think that if they had kept their ground, the British Government, if determined to have this Railway connexion between Halifax, Quebec, and Kingston, would have consented to bear a suitable portion of the burthen.—But we have heard it whispered that Mr. Howe's statement regarding the agreement, and the action to be taken by our Government, are not precisely correct, and intended only for the Halifax market.

We rather think it will be found that, while our Government will be ready to receive whatever propositions Canada and Nova Scotia may offer, and submit the same to the Legislature, they will not, like Mr. Howe, feel at all disposed to peril their political existence on the question. As we understand matters, while the Governments of Canada and Nova Scotia are pledged, ours is entirely free. As, however, the Government have thought proper to take the responsibility of the construction of the *European and North American Railway* upon their own shoulders, and thus rendered it unnecessary, and indeed impossible, that the Railway Committee and Stockholders should proceed further in carrying forward the Convention scheme, we may assume that by this Road they are bound to stand or fall. We may therefore congratulate our readers, and the public at large, that *this* road we may consider ourselves sure of at any rate.

THE NEW GOVERNMENT.—We learn that Geo. Hayward, Esq. M. P. P., for Sunbury County, and R. D. Wilmot and John H. Gray, Esquires, Representatives for the City and County of St. John, have accepted seats in the Executive Council; the Hon. Mr. Hill retiring. Mr. Hayard was a supporter of the Government; but Mr. Wilmot and Mr. Gray have deserted from the ranks of the Opposition—having opposed the Government on all political questions last session. Mr. Gray has published a letter, (which will be found in a preceding column,) endeavouring to explain his motives; but we have not met with any one who was able to understand what connexion existed between a sacrifice of his political consistency, his interests, and his future prospects, and joining the Government for the advancement of the Railway. He was certainly in a better position to support the E. & N. A. Railway, as one of the leaders of the Opposition, than as a member of the Government, especially as the adoption of the Railway by the Government was not *in consequence* of his joining it, but preceded his appointment. As one of the opposition, he supported the Government scheme of the European and North American Railway last Session, and he might have done the same again.

Mr. Wilmot has not yet favoured his constituents with any explanation. It is stated that Mr. W. is to be the new Surveyor General, on the retirement of Mr. Baillie, in October.

We understand that an opportunity will shortly be afforded to both these gentlemen to go into the matter more at length, by explaining their views; as we learn that a requisition is being got up to call a Public Meeting of the Freeholders of the County, for the purpose of determining whether Messrs. Wilmot and Gray, or Messrs. Simonds, Ritchie, Tilley and Needham properly represent the opinions and wishes of their constituents.

The Courts of Nisi Prius, and of Oyer and Terminer and General Gaol Delivery, opened in this City this morning. His Honor Judge Wilmot presiding. His Honor's charge to the Grand Jury was lucid and impressive; expressing their various duties, and touching on several topics of public importance. There are six criminal cases for trial, and forty-five civil causes on the Docket.

THE FOUNTAIN, &c.—At the Common Council, on Thursday last, on motion of Alderman Needham, £50 was voted in aid of private subscription for a fountain in King's Square. The private subscriptions amount to about £100, and the Chamberlain has consented to act as Treasurer of the Fountain fund.

Aldermen Needham, Smith, Johnston, and Councillors Harding and McAvity, were appointed a Committee to co-operate with other Committees of Arrangement, to get up a proper display at the opening of the Industrial Exhibition on the 9th of September.

DEATH OF GEN. DEARBORN.—Gen. H. A. S. Dearborn, long and favorably known in Massachusetts as Deputy Collector of the Port of Boston, Adjutant General of the Commonwealth, and at the time of his decease and for several years previous thereto, Mayor of the city of Roxbury, died on Tuesday last, at the residence of his son-in-law, Hon. A. W. Clapp, in Portland, Me., after a few days illness. His death was caused by tumours in the throat, which originated from an ulcerated tooth. He was a man long and universally esteemed.

☞At a late meeting of the BOSTON SOCIETY OF NATURAL HISTORY, Mr. ROBERT FOULIS, of this City, was unanimously elected a Corresponding Member of that Scientific Association.

Three brothers, named Gallian, aged 20, 17 and 12 years, were drowned off Caraquet, Bay Chaleur, by the upsetting of a boat.

Launched, on Monday the 28th ult from the building yard of Capt. H. E. Payson, at Westport N. S., a splendid Ship of 800 tons, called the *Cornelia*. To those interested in naval architecture, we would recommend a visit to this fine vessel, she having been pronounced by those who have inspected her, complete in her model, fastenings, and general appearance, taking a first position among the many fine vessels which New Brunswick and Nova Scotia have lately produced. She is owned, and is to be commanded by her enterprising builder, to whom we wish every success.

The "Cornelia" was towed into our harbour, by the steamer *Fairy Queen*, last Thursday.

INQUEST.—An Inquest was held on Wednesday last, before Aldermen Smith and Johnston, on the body of Thomas Crowley, labourer, who was drowned by falling from Barlow's Wharf, Britain Street, on the previous night. Verdict—"Accidental death."

Another fatal casualty occurred on Thursday night.—Mr. Michael Brown, mate of the Steamer *Fairy Queen*, in getting on board that vessel, lying at the end of Peters' Wharf, by some means fell overboard and was drowned. His body was found near the Steam Ferry Landing, on Saturday morning, considerably bruised.—*Courier.*

ARRESTED.—Our very vigilant Police arrested during the past week two men implicated in the extensive robbery of nearly 1400 dollars, in New York, information of which had previously been communicated over the Telegraph wires. A third party is still at large, but will probably be in custody ere long.—*Halifax Chronicle.*

GOOD NEWS.—It affords us infinite pleasure to observe that our enterprising townsman, Mr. H. G. Hill, is fast overcoming the difficulties under which he has been labouring in the fulfilment of his contract at the Ordnance. Every person in the community will rejoice in the assurance that the Steam Engine, which is kept in operation night and day, is reducing the water from the interior of the coffer-dam, and there is now every reason to hope that the foundation of the wall will speedily be laid.—Most sincerely do we wish the spirited contractor the most unbounded success in his very arduous undertaking. When completed the wharf in question will be one of the most efficient and durable in America.—*Acadian Recorder.*

LaHave, in the County of Lunenburgh, N. S., has been appointed a Port of Entry and Clearance, for the admission of British and Foreign Shipping and Goods, and James Whidden, Esq., is the Collector of Duties for said Port.

The Gaspe Gazette of the 10th ult. says:—The continued rainy and cold weather we have experienced lately, has caused the crops to have a very backward appearance. Codfish are still abundant on the coast, and great numbers of American schooners are busily engaged catching mackerel in our waters. Nineteen handsome looking Yankee clippers, some of them with their colors flying, as if in mockery of the Canadian government, might have been seen the other day, from our office windows, fishing within a short distance from land.

DEATH BY LIGHTNING.—On Sunday morning, 27th inst. Mrs. Wallace, wife of Mr. Chas. Wallace, of Lower Village, Stewiacke, was struck by lightning and killed instantaneously. Deceased had just put a little Granddaughter out of her arms, and gone to the cupboard to prepare for breakfast. The Electric fluid is supposed to have struck her head and passed out of her foot—one of her toes having the skin broken and bearing marks of injury. The house was considerably damaged. Mr. Wallace was hurt, but not materially. No other member of the family received any damage, as we understand. Deceased has left a large family of children.—*Pictou Chronicle.*

CHAMPLAIN AND ST. LAWRENCE RAILROAD.—We are happy to learn that the above Company will have their line complete from St. John's to Rouse's Point in the course of the present month, the Contractor being now actively engaged in laying down the rails. This will give the City of Montreal an uninterrupted communication by rail with Boston and New York.—*Montreal Herald.*

THE WAR IN HAYTI.—According to late accounts from Hayti, the war between the Dominican, or Spanish, part of the island, and Hayti proper, or the Empire of Soulouque, still continues, and is decisive in every battle for the Dominicans. The last battle at Cutuy, on the 13th, it is reported, cost the Emperor's army 2,700 men, a loss of nine hundred killed, or *hors du combat*, and a heavy loss in prisoners and munitions. If such be the state of the war, no wonder His Imperial Majesty was so willing to effect, a short time since, through the solicitation of the British, French, and American agents on the island, a compromise with the Dominicans. Nor would it be surprising, as the war is going, if before the end of six months, Faustin the First and his cabinet should be among the royal exiles.

DEATH OF DR. MOIR.—The readers of Blackwood will regret to hear of the death, on the 11th instant, of Dr. David Macbeth Moir, for a long time one of the most popular contributors to that magazine. He died at Dumfries, in Scotland, of an inflammation of the peritoneum, in the fifty-third year of his age.

Dr. Moir was born in 1798, at Musselburgh, was educated as a surgeon, at the University of Edinburgh, and at the time of his death, enjoyed an extensive professional practice. He began to write for Blackwood in 1817, when he was only nineteen years of age, under the name of Delta, and from that time to the present, has been a constant contributor. He was a gentleman of high character, and was greatly esteemed by his friends and neighbors.

M. Arago, the great astronomer, who is passing the summer at the mineral springs of Vichy, is nearly blind, and probably will entirely lose his sight. His brother, who is likewise a man of extraordinary abilities, has been blind many years.

Prince Metternich, the celebrated ex-Austrian Minister, who has for several years, since his flight on account of the revolution in Austria, been residing in Belgium, has recently returned to Germany, and now resides on his well-known old estate of Johannisburg, the same which produces the most famous of the Rhenish wines.

MARRIAGE OF JENNY LIND.—The London Sun of July 11th, makes the following announcement:

"We can state on unquestionable authority, that Signor Belleti will be the happy man. Every arrangement has, we believe, been concluded for the nuptials of the loving couple on their return from Canada, previous to the voyage from New York for England.

INDIAN VISIT TO JENNY LIND.—A party of six Ojibway Indians called upon Jenny Lind at Rochester.—She requested them to sing some of their war songs.—They complied, when she paid them back with the Echo and Bird songs.

NEWS FROM THE SELKIRK SETTLEMENT.—Our readers will remember an interesting account we published in February last of the arrival of a dog train and mail, under the charge of two voyageurs, from Selkirk, away up north in the British Possessions, between five and six hundred miles from St. Paul. One of the voyageurs named James McKay, a very intelligent and noble specimen of a Northman, arrived here on Saturday, twenty days from Selkirk.

He brought down Capt. V. Foss, of the British army, who has been three years at Fort Gary, and now returns to England. They came with two Red River carts and six horses. The crops at Red River looked remarkably well when they left. The spring had been earlier than usual. There has not been an excess of rain nor high water, like those of last season. They raised large crops of barley, oats, spring wheat, potatoes, cabbages, turnips, beets, melons, onions, and all kinds of garden vegetables that grow in the temperate latitudes. The corn crop is not relied upon—it is a precarious crop, though raised in every garden for table use.

The Scotch Presbyterians are erecting a church building. They expect a clergyman from Canada. Mr. McKay will take him up. He is expected here shortly.

The population of Selkirk Settlement is about 7000, including Indians. They enjoy good health, and are rapidly improving in circumstances.

Capt. Foss thinks that if the difficulties for emigration to that region were greater, that the population would increase rapidly from that source. The ice in the rivers disappeared early in April. They plant early in May. They usually have frosts till the first of June, and again in September. The season is long enough to fully mature the crops. The rivers usually freeze over the middle of November.

The Oregon Emigration Company, which left here some weeks ago, started from Selkirk on the 21st of June—were all in good health—and enjoyed a pleasant trip—were pleased with the route. At Selkirk they procured horses, carts and provisions. They intended to follow James Sinclair's route to the head waters of the Columbia River. They will there dispose of the horses and carts, and go down the river in canoes to Oregon city. This is represented to be the most pleasant overland route yet discovered to the Pacific, as well as the most expeditious. If it were generally known, there would be a large amount of travel by that route.

W. Ross, Esq., Sheriff of Selkirk, and a merchant there, arrived on Friday. He goes to St. Louis to purchase goods. Also Rev. Mr. Smither, Episcopal Missionary at upper Lake Winnepeg, who has been there twelve years and now returns to England.—*St. Paul's (Minnesota) Democrat.*

PHILADELPHIA, July 29.—Letters received from Barbadoes to July 16th, announce that two failures had recently occurred in Demerara, one a Mr. Duff for $240,000, and the other Alexander Martin, Harbor Master at Grenada, for $37,000.

THE IRON BUSINESS.—Many of the furnaces up the Alleghany are now out of blast, and those yet in blast are in a very depressed condition. The prices of Pig metal are too low to save the proprietors from actual loss. The consequence is that every class in that section of the state is suffering. The Grain crops are abundant, but prices ruinously low. Real estate is depreciating and in short the late unexampled prosperity of that section of the state is entirely arrested.—[*Phil. Com. List.*

THE NEW BELL-TOWER.—An Iron bell-tower, to be 100 ft high, is now being erected in 32d street, near the North River. The bell for this tower will weigh 20,000 pounds, being about double the weight of any other bell now in the state. The tower will command a view of the whole city and island, and a watch will be in the observatory for fires, under the direction of the Fire Department.—[*N. Y. Tribune.*

Two young men, named Benson and Douglas, were executed in New York on the 25th ult. for the murder of Asa Havens, mate of the barque Glen, in September last, while sailing in the Pacific ocean. A colored lad, named Clements, was also convicted of participation in the crime, and sentenced to death but has been respited for the present.—Douglas stated in his address to the people present at the execution that Clements was innocent of the crime.

The tolls on the New York canals thus far exceed those of the corresponding period last year, in the round sum of $264,219,35, or more than 23 per cent!

It is said there are 2,000 fugitive slaves in Mexico.

The venerable Josiah Quincy, former President of Cambridge College, gave the following sentiment at the recent commencement:

The Members of the Bar—Let them rise as high as they may, they can never rise higher than *one Story.*

THE CROPS.—The Quebec Chronicle of the 29th ult. says, that the crops in Canada never looked better than they did last week. There is a promise of an abundant harvest. Large quantities of hay have been made, and the meadows have yielded a large crop.

The London Times says—"The last total eclipse of the sun visible in London took place in April, 1715, and there will be no other till the morning of August 19th, 1857.

Passengers in the ship *Thomas Fielden*, Capt. Sutherland, from Liverpool, arrived on Sunday—Mrs. Cairns, Mrs. Stone, Miss Amelia M. Brodie, John Stone, Esq. and Lady, Misses Stone, John Cairns, Esq. and Capt. Newtes—all well.

GOVERNMENT NOTICE.—Certificates, that the Rev. WM. FERRIE is an Ordained Minister of the Free Church of Scotland, and that ELIJAH SISSON has been regularly called and set apart to the work of the Ministry according to the usages of the Free Baptist Church, have been duly filed in my office. J. R. PARTELOW.

Secretary's Office, 25th July, 1851.

LITERATURE.

I. "THE INVENTOR'S MANUAL OF LEGAL PRINCIPLES, *and Guide to the Patent Office.*"—By GEORGE TICKNOR CURTIS, Counsellor at Law.—[Boston: Phillips, Sampson & Co.,—1851—pp. 328.]

The learned writer of this most useful volume is well known in the legal world, as the author of "Curtis's Admiralty Digest," "The Rights and duties of Merchant Seamen," "The American Conveyancer," "A Treatise on the Patent Law," &c. &c.; valuable works which have long since established his reputation as a legal writer, and secured authority for the productions of his able pen. The present volume is a popular abridgment from the author's larger Treatise on Patent Law; and is therefore more especially designed for the use of practical inventors and non-professional men. It contains not only all the legal principles and knowledge requisite for general information, and a complete digest of the Laws of the United States on the subject of Patents; but also a perfect Directory, or hand-book of instruction, in reference to every proceeding requisite for obtaining and perfecting Patents in the neighbouring Republic. The volume is, therefore, one of practical utility and valuable information to all who may be interested in mechanical or scientific pursuits; and as such we commend it to their patronage.

II. "THE TRUE REMEDY FOR THE WRONGS OF WOMAN; *with a history of an Enterprise having that for its object.*"—By CATHARINE E. BEECHER.—[Boston: Philips, Sampson & Co.—1851—pp. 263.]

While ranting enthusiasts, unprincipled socialists, and some few indelicately masculine women, are occasionally spouting and scribbling detestable trades about what they call "*the rights of women,*" and endeavouring to annul the eternal decrees of the Almighty and the inviolable characteristics of nature, by the substitution of a disgusting equalization or amalgamation of the pursuits, avocations, manners and customs of the sexes; it is truly refreshing to peruse the sentiments of common sense and the suggestions of reason, based upon the genuine princi-

ples of religion, as promulgated by a rightly guided female mind.

In the volume before us, Miss B. philosophical, philanthropic, and re ed the subject in question; she has what *really are* the "wrongs of wo and state of society; she has lucidly timate remedies, and has delineated ure, calculated to exalt the female degree, and to render the female se flu