

accepted by the veteran Nova Scotian in the same spirit as by the Upper Canada Clear Grit Leader. When he returned to his county for re-election, he was met by the bitterest opposition, and he contracted in that contest the disease which has finally carried him off. He lived long enough to find himself elevated to the highest position in his native Province, and that by the common consent and amid the warmest congratulations of men of all parties. Unfortunately he has not lived long enough to enjoy, for any time, his well-won honours. He has gone from us, leaving upon the history of his country the stamp of his energy, ability and patriotic devotion, and bequeathing to his friends the record of a long and laborious life spent in the interests of his fellow-men.

We give the following particulars concerning the deceased statesman from Morgan's Parliamentary Companion:—

"Family originally came from the southern counties of England during the old times of persecution, and settled in the New England States. Son of the late John Howe, a loyalist, formerly of Boston, Mass., where, at the revolutionary era, he conducted the *Massachusetts Gazette* and *Boston News Letter*, and latterly of Halifax, where he held the office of King's Printer and Postmaster-General for a lengthened period; and brother of the late Asst.-Com. Gen. Howe. (See Sabine's *Am. Loyalists*.) B. on the North-west Arm, Halifax, N.S., 1804. Ed. by his father. M., 2 Feb., 1828, Catherine Susan Ann, only daughter of Capt. John McNab, Nova Scotia Fencibles. A Governor of Dalhousie College, Halifax, and of King's College, Windsor; a Vice-President of the N. S. Historical Society, and President of the Mechanics' Institute, Halifax. Was for many years a prominent journalist in Nova Scotia; editor and proprietor of *The Acadian*, Halifax, from 1827 to 1828, and of the *Nova Scotian* from the latter year until 1841, when he retired from the press for a brief period, but returned in 1844, and edited the *Nova Scotian* and the *Morning Chronicle* from that time until 1856. Was Speaker of the Legislative Assembly, N. S., 1840-1; Indian Commissioner, (without salary or commissions,) 1841-2; Collector of Customs, Halifax, 1842-3; a member of the Executive Council, N. S., from 1841 to 1843, from 1848 to 1854, and again from 1860 to 1863; Provincial Secretary from 1848 to 1854, and from 1860 to 1863; Chairman of Government Railway Board from 1854 to 1856; British Fishery Commissioner, from 1863 until the abrogation of the Reciprocity Treaty with U. S., 1866; and British Commissioner with Hon. Messrs. Gray and Ritchie, to enquire into the tenure of lands in P.E.I., 1860-1. Was leader of the liberal party in N. S. for many years previous to the Union; and of the Anti-Confederate or Repeal party of that Province, for some time after that event. Delegate to England to promote the construction of the Intercolonial and European and North American Railways, in connection with a policy of systematic emigration, 1850-1; to Canada, with Mr. Chandler, with reference to Intercolonial Railway, uniform postal rates, and protection of fisheries, 1851; to England to promote N. S. Railways, 1852; same place to secure money for their construction, 1855; on particular service in U. S., 1855; again to England with Messrs. Tilley and Vankoughnet to obtain aid for Intercolonial Railway, 1861; again to England with Messrs. Tilley, Sicotte and Howland to arrange terms of Imperial guarantee for the same road, 1862; to Detroit Commercial Convention, of which he was Vice-President, 1864; and to England, 1867, and again in 1868 to secure a repeal of the Union of N. S. with Canada. Holds a patent of rank and precedence from Her Majesty, as an Executive Councillor, N.S. Declined a seat in the Privy Council of Canada, 1868. Sworn of the Privy Council, and appointed President of that body 19th Jan., 1869, in which office he remained until appointed Secretary of State for the Provinces, and Superintendent-General of Indian affairs, 19th Nov., same year. Is author of Responsible Government; a series of letters addressed to Lord John Russell (Hal., 1839); Letters to Lord John Russell on the Government of British America (Lon., 1846); Letters to Earl Grey (do., 1850); Speech delivered at Southampton on the Importance and Value to Great Britain of her N. A. Colonies (do., 1851); A Letter to Hon. Francis Hincks, being a review of his reply to Mr. Howe's speech on the Organization of the Empire (Hal., 1855); Letter to Right Hon. W. E. Gladstone, defending his conduct as Agent of the Imperial Government under the Foreign Enlistment Act (Lon., 1856); Letter to the Right Hon. C. B. Adair, M.P., defending British Americans in relation to their military organization and achievements (do., 1863); Shakspeare, an oration (Hal., 1864); Speech at International Commercial Convention at Detroit (Ham., 1865); Confederation considered in relation to the interests of the Empire (Lon., 1866); The Organization of the Empire (do., 1866); An Address before the Young Men's Christian Association (Ottawa, 1872); and of many other public pamphlets, speeches, lectures and addresses. (See the Speeches and Letters of the Hon. Joseph Howe. Edited by Wm. Annand, M.P.P., Boston, 1858.) Sat for Halifax Co. in N. S. Assembly from 1836 to 1851; for

Cumberland, from 1851 to 1855; and for Hants, from 1856 to 1863. The establishment of Responsible Government in the B. A. Colonies and of the liberty of the Provincial Press; the Union of British North America, and the construction of the Intercolonial Railway; the Incorporation of Halifax, and the introduction of municipal institutions in N. S.; religious equality; free trade with open ports; electric telegraphs and railways as Government works; and the improvement of education and defence, are some of the Constitutional and legislative achievements of the hon. member. First returned to Commons for present seat at g.é., 1867; re-elected on his appointment to office, and again, by acclamation, at last g.e.

3. HON. ASA A. BURNHAM.

Deceased was very extensively known throughout the old Newcastle District, and was highly esteemed by all. He had filled many local positions, and was identified with and an active member of all societies having for their object the development of his country. In 1851 Mr. Burnham was elected to the Legislative Assembly for Northumberland; in 1863 he was returned for the Newcastle District to the Legislative Council, retaining his seat until 1867, when he was appointed, by royal proclamation, a life member of the Senate. He was a careful and useful member of that body, and possessed great influence with his colleagues. Politically, deceased was a staunch, consistent Conservative, holding liberal views.

4. MR. JOHN SHEDDEN.

We have this morning the painful duty of recording the death of Mr. John Shedden, under very distressing circumstances, the deceased being fatally injured by being crushed between the rear car of a train on the Toronto & Nipissing Railway, and the platform at Cannington Station. Mr. Shedden was President of the Toronto and Nipissing line on which the accident occurred. He was for some time a director of the Toronto, Grey and Bruce line, but had resigned and subsequently undertook a contract for the extension of that line. He was the contractor for the large new Union Station now being built at Toronto and nearly completed. He was also the owner of the Elevator at that point, which was some years ago burnt down, but immediately rebuilt by Mr. Shedden. Although owning a house and residing in Toronto, Mr. Shedden spent a great deal of his time in Montreal, and was known almost throughout the whole country, having establishments in Buffalo, Detroit, Brantford, Sarnia, Toronto and Montreal. He came to this country about 20 years ago, and was for a short time engaged in the construction of a railway, we believe, in Virginia. After about 12 months spent in the Southern States, he came to Hamilton, and in partnership with Mr. Wm. Hendrie, undertook the cartage agency of the Great Western Company, which they conducted for some years. They also for a time did the cartage business of the Grand Trunk Company in Toronto. Subsequently they dissolved partnership, and Mr. Hendrie took the Great Western Co.'s cartage business, and Mr. Shedden that of the Grand Trunk Company. When Mr. Shedden undertook the agency of the Grand Trunk Company in Montreal he had serious difficulties to contend with, but persevered in the face of all opposition until, perhaps, there were few men more popular with the business community to whom he was known. If an attempt were made to-day to abolish the cartage system as conducted by Mr. Shedden for the past few years, that would be as much opposed as was the introduction of the system. Mr. Shedden was the owner of a couple of farms near Toronto, and leased one near Montreal. He encouraged the breeding of pure stock by importations from England, which he made at considerable cost. He was a man of very great energy, and whatever he undertook he performed satisfactorily. He was greatly beloved by all the friends who knew him intimately; was generous and liberal, always ready to give his support to any worthy object or undertaking. He was, although unostentatious, most liberal in entertaining his friends and acquaintances. Mr. Shedden was a native of Ayr, Scotland. He came to this country comparatively poor, but through his energy, industry and perseverance amassed a large fortune.—*Montreal Gazette*.

5. LIEUT.-COL. SIMPSON.

The *Kingston News*, in reference to the death of Lieutenant-Colonel Simpson, states that the deceased came to this country in 1814, and on the arrival of Lord Dalhousie as Governor-General of Canada, was appointed his private Secretary. In 1822 he was appointed Collector of Customs at Coteau du Lac, and was subsequently elected member for the then County of York to the House of Assembly of Lower Canada. In 1841, on the union of the Provinces of Upper