NOVA SCOTIA.

(From the Nova Scotian, February 9.)

Agreeably to requisition and public notice issued by His Worship the Mayor on yesterday's papers, a public meeting took place yesterday at Temperance Hall, for the purpose of having the Delegates from the other Colonies introduced to the citizens of Halifax—the Delegates having been invited by His Worship the Mayor to attend.

Hon. Francis Hincks was introduced to the audience, and said that before proceeding to any other remarks he would express his grateful and heartfelt thanks for the kindness and hospitality manifested towards the delegates by the citizens of Halifax, and especially for the enthusiasm which had greeted them at the present meeting. The great object which the people of British America had hoped would draw them more closely in the bonds of friendliness and harmony, having failed a short time ago when we thought it had just come to maturity, we were met to discuss in free conference to see how we could obviate the difficulties; and to discuss them apart from political feeling, as this was neutral ground. He acquitted the hon. Provincial Secretary of any fault in this matter—he has acted, we are sure, in a manner which he thought best for his country. He also believed sincerely that Earl Grey also had been actuated throughout with a sincere wish for the benefit of the Colonies. He had difficulties in carrying out our wishes, both with the Imperial Government and Parliament, and could not be blamed if misunderstanding arose. He believed there was a sort of feeling in the city that the Delegates who had come 630 miles through the snow were trying to *jockey* Nova Scotia. (Laughter.) He would explain to the audience how they came, premising that when they left Canada they had no idea of visiting Halifax. This scheme did not originate with Canada. It emanated from the late Earl Durham, and was subsequently taken up by Nova Scotia, by whom Canada was invited to co-operate. The government of Canada did so, as far as the survey went, but the northern line was never popular in Canada, where it was taken up solely as a great national work.

The three colonies agreed some years ago, that the British Government should construct the work, the three colonies contributing each £20,000 a year towards its support. The Imperial Government did not carry on the work under this proposition; and a proposal was afterwards made to raise funds by a duty on timber. Canada and New-Brunswick showed their disinterestedness by agreeing to this proposal, if it could be found feasible in England, although it would have borne solely on their staple export, and Nova Scotia would have got her railway on very favourable terms. Then came the Portland proposition, on which the hon. Provincial Secretary went to England, and the Toronto Convention held for the purpose of carrying out the plan matured. The audience should bear in mind that New-Brunswick wanted to participate in a road stretching from Halifax to Portland and Boston, and nothing else.

The Government of that Province, with a small population, were not prepared to go to the full extent of providing for the two lines in her territory, but it was prepared to submit a proposal to the Legislature founded on the Toronto negociations. He wished to correct an idea which seemed to prevail both in the Legislature of Nova Scotia and out of it, to the effect that New-Brunswick and Canada were pledged to Major Robinson's route. That was an entire misapprehension. *The question of route was left an open one altogether*, and Canada and New-Brunswick would have used all their influence to have the route by the Valley of St. John adopted; and Nova Scotia was already pledged to one-third of the cost in case the representations of Canada and New-Brunswick were successful—whereas by the change in the state of affairs, Nova Scotia had only to pay one-fourth. (Cheers.) I take it for granted the same line would be adopted, whether the late despatches had come out or not. Considering the question in its commercial aspect, the line from Shediac to St. John would be as good a paying section as any on the route. The line by the St. John to Canada passed through a settled country. If the north line were adopted to open up a new country for emigrants, as the hon. Provincial Secretary proposed, it would be a very long time before we would realize any benefits from it—in fact it would not pay its working expenses. The produce which the lumbermen of the Aroostock consumed now came down the St. Lawrence by Railway and Steamboat and was transported by sleighs from the River de Loup to Temiscouata—forty-three of which the delegates themselves had met on their way to New-Brunswick, and the cost of transport was 6s. 3d. a barrel.

He had been astonished at some of the remarks which had been made on this subject. Suppose the line from Portland complete and the great Northern route, would it not be of importance to have a line from the boundary of Nova Scotia to St. John? Would it be any disadvantage to Halifax to see St. John grow as large as New-York. (Cheers.) You cannot, gentlemen, be deprived of your prominent advantage as being the harbour nearest to Europe. Several times since we have been here have Steamers been obliged to put in—to-day we have another example of it; and I have no doubt that if there was a Railway to the United States, every passenger would now be on his way home. It is a delusion to suppose that persons in Canada seeking the nearest port to the Atlantic would send their produce to Halifax. Portland and even St. John would be nearer. Halifax could not be nearest to England and nearest to Canada at the same moment. (Cheers and Laughter.) Halifax would therefore have to take her legitimate share of the benefits of this great enterprise. Everybody who knew anything about Railways knew that everything depended on the grades, and these were as favorable on the line now proposed as on any line of Railway in the world; and the passenger traffic on this line would be very valuable.

Another fact which neither Nova Scotia nor New-Brunswick had an interest in mentioning, was that New-Brunswick had already pledged themselves to facility Bills which at 6 per cent. would cost them £18,000 a year more than she would have to pay under the present proposition. The three Provinces under this proposal would have to pay—Nova Scotia £28,000 a year; Canada £37,333, and New-Brunswick £46,000, which with the other £18,000, she is liable for, would make £64,000 which New-Brunswick would have to pay, in case the project goes on.

Now, Gentlemen, can you ask that New-Brunswick shall assume more liability than this? She is willing to give £64,000, and you are only asked for £28,000, and do you wish more! It would be unjust and ungenerous. (Hear, hear, and cheers.) And gentlemen, what is the mighty sum that is in dispute? We are told that Nova Scotia will have to make an extra 35 miles, and if you do, the interest on the outlay will be just £6,125 a year, only risked—not given—(Cheers.) It was said that Canada had a great interest in this work; but no man in the government of that province, would have introduced this scheme into her legislature by itself, for it would not have been carried. It was only introduced as a part of a great scheme. Canada had to run lines all the way to Detroit, involving a length of 1,400 miles! the longest railway in the world. We did not want this north line. Earl Grey suggested it—Nova Scotia wants it, and we are willing to co-operate. We want all the money we can get at 3½ per cent., and will take another five millions at the same rate, and invest it in railroads. We managed to get a bill through in the late house to carry out the proposal; and after the election we were busy with other matters, until this unexpected despatch of Earl Grey's put an end to all our splendid anticipations. It was a critical moment—the legislature of New-Brunswick had met and yours were about to assemble. We telegraphed immediately to Halifax, and I expected a delegate would meet us in New-Brunswick. I first heard at Woodstock that no delegate was coming, and we thought our journey would be fruitless. We had a consultation in New-Brunswick, and became confirmed in the route by the St. John, which we always intended to press and to advocate. We thought we might as well go home by the Halifax steamer as through the woods, and we accordingly, since the hon. Provincial Secretary would not come to us, determined to come to him. (Cheers.) We have come to lay our proposition before you. I still honestly think that Nova Scotia should do her third.—I think that if an impartial Board of American gentlemen was consulted, they would decide that Nova Scotia should make one-third of the line; but we have given you a more favourable offer than that. I will not refer to this measure in a party connexion, but I cannot help smiling at the manner in which the learned leader of the opposition said that the hon. Provincial Secretary had drawn the wool over my eyes. (Laughter.)

I wish the legislature calmly to consider our offer. I would think it unfair to ask the hon. Provincial Secretary to assume any more responsibility on this matter than he has—having set his heart upon it and endured so much more than any other man; but I wish you, gentlemen, in this free conference to state your objections to our proposal. We ask you to co-operate with us in an inter-colonial railway. We wish to traffic with you—our lines are open with the United States; if you will co-operate with us we shall be glad; if not, in God's name say so, and we shall reluctantly leave you with disappointment. We do not wish to press you. An honorable gentleman who opposed this scheme in the Legislature has laid much stress on the concluding paragraph of Earl Grey's despatch wherein he says that the Imperial Government can do nothing unless the whole three provinces agree to some matured measure. Affirm this proposition, therefore, and what position do you stand in? *These three United Colonies speak to the Colonial Minister, and on him and him alone rests* the responsibility of a refusal. If you wish to relieve Earl Grey of all responsibility in the matter, you will come to no agreement. His course then will be plain—an inevitable refusal. And will you cast these splendid anticipations to the winds—will you defeat the grand object these three colonies have set their hopes upon for years—*all for the paltry sum of six thousand pounds a year?* (Hear, hear and cheers.) Gentlemen, I should be sorry to think so. What a picture we should present to the United States, who have had their eyes upon our movements in the construction of this work. Why, we shall be looked upon as a parcel of children. (Cheers.) As a British North American, Sir, I should be ashamed of myself, if we allow this project to fail. (Cheers.) If we do not now here unite on some feasible plan, *our hopes must be abandoned forever!* (Cheers.) And I ask you if, when gentlemen come from Sister Colonies, staking their political reputation, if not their political existence, on the success of their mission, and are willing to co-operate on any reasonable measure that may be suggested, I ask if it is fair, if it is treating them well to give a blank refusal? If so no other minister will ever undertake the same task again—at all events I will not be the man to undertake it. Suppose you reject the terms now offered, what will you do? You may get your Railroad by private means, but it is very doubtful. I will tell you how we do in Canada. We have passed bills for the incorporation of private companies to construct all the branches of our long line of Railway in Canada, and added a clause whereby they will not come into operation except by the Governor General's proclamation. If the propositions we are now making are not accepted we may thus exert ourselves by private means to make our Railways. We have also another plan—the Province to take half the stock, and municipal corporations the other half. We are determined to have Railroads one way or the other, and I dare say you can get yours by the same means. You can legislate in such away as to provide against a failure. One word, Sir, on a point apart from the Railroad, I will touch upon. Ought we not, being adjacent colonies, cultivate a kindly and friendly spirit towards each other? There are other matters besides this, such as commerce, on which it is desirable that a well cemented bond of union should exist between us. Gentlemen, there is nothing in the nature of a threat in what I am now saying; but I ask if our experience in this matter, should it fail, will be at all calculated to encourage and promote that friendly spirit. Let any of you imagine what you would have felt, if when Nova Scotia came to make overtures to Canada, in June last, you had been met by us with an averted look, rejected your terms, and proposed nothing else. Now, Mr. Mayor, and Gentlemen, having exhausted all I have to say, I again thank you for your kindness, and the attention with which I have been heard.

The Hon. Gentleman sat down amid long continued cheering.

[From the Colonist.]

Mr. Hincks expressed his surprise that an egregious mistake was prevalent in this city, he knew not how, that the Northern line was the basis of the Toronto agreement, and denied most explicitly that this was the case. So far, he said, from this being the understanding there, that had Mr. Howe's scheme been sanctioned, the Saint John valley route would have been THE LINE, and was the only line Canada or New Brunswick ever thought of agreeing to.—He went on to show the absurdity and impracticability of Major Robinson's route, which he said passed through a forest of hundreds of miles, and ridiculed the notion of Mr. Howe's cities in the wilderness.

These he said *might* have grown up in forty or fifty years, but it was his duty to tell them frankly, that in the meantime this road would not pay working expenses, and would have to be kept up by taxation. He said that flour could be carried from Montreal to Portland and thence by water to St. John, as cheaply as by rail from Quebec to Halifax, and showed that it was utter delusion to talk of heavy freight from the St. Lawrence to Halifax by this route. It would always take the shortest route to the Atlantic, and these would be Portland and St. John.—Halifax must depend upon passengers and local traffic, although *without any connection to the United States*, the hon. gentleman failed to explain where the former is to come from. He alluded delicately enough to the singular want of information upon this important subject in the city, and his very frank disclosures seemed to astonish some of our citizens. At all events, if we are to credit his statements, we have a happy deliverance in getting rid of the great northern military railroad, upon which so much eloquence has been thrown away for a twelve-month.

The Hon. John Young and Colonel Tache delivered interesting addresses.

The Hon. E. B. Chandler was absent from the meeting.

Mr. Howe adroitly evaded the points so strongly put by the Canadian Delegates, and after a few remarks proposed a vote of thanks to the four Delegates.

Mr. G. R. Young, in seconding this motion said that had he been in the House last November, he should have opposed Mr. Howe's scheme with all his might, as involving the Province in utter bankruptcy and ruin.

Mr. Hincks, in acknowledging the vote of thanks, rebuked Mr. Howe for intimating that the Delegates had come to Halifax to drive a hard bargain with Nova Scotia. He denied the charge.

The meeting has resulted in some curious developements. It now appears that Mr. Howe so far from having any authority in putting forward the Northern line in November last, knew months before, that neither Canada nor New Brunswick would agree to any other line than that by the St. John Valley! The members of the Legislature who then voted for the mammoth scheme, which we are told by Mr. Hincks would have lead to taxation, and by Mr. Young would have produced bankruptcy and ruin, will demand some explanation of this strange conduct on the part of the Provincial Secretary.

Every day unfolds fresh entanglements in this curious web of diplomacy and intrigue.

RAILWAY CORRESPONDENCE.

From the Halifax Colonist, Feb. 9.

The Railway documents laid before the Assembly yesterday, embrace—

1st. Copy of a letter from Mr. Hincks to Mr. Chandler, urging him to obtain the assent of the New Brunswick Government to the last proposition of the Canadian Delegates to the Executive of Nova Scotia.

2. Letter from Mr. Chandler to Mr. Hincks, stating that he had just been informed that by next mail a proposition is expected from eminent capitalists in England, (who have been largely engaged in Railway contracts), the basis of which will in substance be—that the Quebec and Halifax, and European and North American lines will be constructed by a private company, under an Imperial Charter, the Provinces being required to make an annual grant in favor of the Company of from £90,000 to £100,000, to be divided amongst them, and to be continued for 20 years; and the further contribution of from 3 to 5,000,000 acres of land.—Mr. Chandler, before considering any new proposition, requests the opinion of the Delegates from Canada as to the practicability of this proposition.

3. Mr. Hincks' reply to the above, in which he states that he was made aware of the above offer prior to the receipt of Mr. Chandler's letter, and having discussed it with his colleagues and with Mr. HOWE, he was enabled to assure Mr. C. THAT IT WOULD NOT BE ENTERTAINED FOR A MOMENT!

4. Is a Memorandum signed by Mr. Chandler, regretting the decision of the Nova Scotia Council in respect to the proposition of the Canadian Delegates. He declares that Mr. Howe was aware that the scheme advocated by him was not favourably received in New Brunswick, and but for the inducement of obtaining Imperial aid for the Portland line, her co-operation would never have been secured; and that even with that advantage it was with great hesitation that the Government assumed the portion of the risk proposed at Toronto. He concludes—

"These proportions, the undersigned feels bound to urge, press heavily on New Brunswick, but feeling that the responsibility is cast upon New Brunswick of accepting or refusing what must be considered a final proposition, for the construction of a great national and inter-colonial work, and that the suggestions made by the Canadian Delegates may be considered in the light of the award of arbitrators between Nova Scotia and New Brunswick, he is prepared to state, that having communicated with the Government he represents they will be ready to submit to the Legislature now in session, a measure in accordance with the proposition of the Canadian Delegates."

A Letter from the Canadian Delegates enclosing the above Memorandum, and strongly urging the Government of Nova Scotia to submit a similar measure to our legislature, closes the correspondence.

The Observer.

SAINT JOHN, FEBRUARY 17, 1852.

FOUR DAYS LATER FROM ENGLAND.—The American steamship *Pacific*, with English dates to the 28th ult., arrived at New-York on Thursday evening last, 15 1-2 days from Liverpool.

The Africa, from New-York, arrived at Liverpool on the evening of the 25th.

The steamer Glasgow bound to New York put back to Greenock in distress.

LONDON, Wednesday morning.—The Daily News says orders have been sent out recalling three of the principal ships in the Tagus, and others from the Mediterranean squadron.

Cotton has advanced 1-8th of a penny. Grain market continued firm. Wheat in fair request at full prices. Flour advanced 6d. per barrel. Indian Corn neglected.

LONDON MONEY MARKET, Jan. 27.—Consols unchanged. At Manchester a fair though not a large amount of business had been transacted, and owing to considerable purchases for China, and the nature of the latest advices from New York, the market has maintained its firmness.

The Engineers' strike continued to occupy public attention, and the result of it could not be foreseen.—A list of 36 firms in Manchester is given which had closed their work shops or had given notice to close. The number of hands discharged in 34 of these shops, was 10,350,—those in the two others unknown. The number in each shop varied, with a few exceptions from 100 to 986. In one shop, that of Hibbert, Platt & Sons 986 hands were discharged. In five shops on the list the number was less than 100 each.

In the Engineers' and Mechanics' shops, in Manchester not closed, there were about 2100 hands employed and in Salford about 1000, besides those in the shops of the Railway companies, to the number of 2200 to 2400.

The present effective military force of Great Britain consists in all of 130,000 men. There are besides 140 regiments of Militia in the United Kingdom, of which the staff only is kept up in time of peace, 50 regiments of country yeomanry cavalry, and the out-pensioner's battalions.

Government is getting contracts in Birmingham for 23,000 muskets.

The effective strength of the Russian army is,—infantry, including the Imperial guard, 640,388 men; cavalry, 101,692; artillery, 42,902; making a total of about 800,000 men.

The Commander-in-Chief of the Bombay army has ordered all European officers of the Company's establishment in that presidency to wear the moustache.

There had been several snow storms in the north of Scotland, which had obstructed the travelling.—There were overdue at the Post Office in Edinburgh at one time mail bags to the number of 160.

FRANCE.—The Moniteur publishes the names of the new Ministry, also the salaries of the several members of the Council. The same paper contradicts the rumour of a fresh measure of severity on the part of the Government. M. De Montalembert, and several other members of the Consultation Committee, have resigned their functions in consequence of the decrees promulgated respecting the Orleans family. Three persons were arrested on the 22d by the Police of Paris at Montreuil, on a charge of having assisted in the insurrection of the 4th Dec.; 45 others have been arrested at Marone, and have been transferred to the Chateau of Baye, whence they are to be transported, some to Cayenne and others to Algiers.

The Patriot states, that in consequence of the Engineers strike in England, the French have received important orders for machinery from various countries.

The President has received a despatch from Count Walewski, stating that he had offered to Queen Victoria, at a private audience at Windsor, the magnificent Gobelins carpet, which figured amongst the French articles at the Great Exhibition. Her Majesty, the ambassador states, very graciously accepted the present, declaring that she would preserve it as a *souvenir* of that Exhibition which had so strongly contributed to draw closer the friendly bonds of the two nations. She added, in conclusion, that she would always pray for the happiness and prosperity of France.

The political prisoners ordered for transportation to Cayenne have left Brest; but, instead of going at once to their destination, they are to remain at the little Isle des Saintes, near Martinique, until preparations can be made at Cayenne to receive them.

General Cavaignac has been placed on the retired list of the army, at his own request, as his exemption from the fate of his brother generals compromised his character.

We are astonished to learn that it is the intention of our Government to press through the Legislature a Bill for the construction of Five twelfths, or nearly one half of the Halifax and Quebec Railway.*

It has now been ascertained that the obnoxious terms, which were the chief objections to the scheme, will not be modified, and it is equally certain that it is quite impossible those terms can be complied with. Why then the three Colonies should go through the farce of legislating and negotiating about a matter which can never be accomplished, is a mystery to all who dont understand politics. Not one of the Legislatures will provide by permanent taxes for interest and a sinking fund, and yet it is impossible that any Bill can pass through the British Parliament which is not guarded by such a provision. And indeed what Colonist with the spirit of a man would ask the heavily taxed people of Britain to run any risk on his account?

As we are not particularly conversant with railway matters, and cannot of ourselves be considered any great authority, we will quote certain opinions relative to the Halifax and Quebec Railway, which are as true to-day as they were last year, and for which we crave due consideration.

The Hon. John Young, of Montreal, in a letter dated 25th July, 1850, says—"I am glad that the Halifax and Quebec road has received its *quietus*. That it may be ultimately built I have but little doubt, but at present I have always viewed its prosecution as impracticable, *and with the present population of the British Provinces it would never pay.*"

The Hon. Joseph Howe, in his letter of 25th Nov. 1850, says—"This line requiring Five millions sterling to complete it, the united resources of the three Provinces are inadequate to the work, without very liberal aid from the British Government." "It cannot be constructed by the Colonies, unless the British Government make liberal contributions."

In his celebrated resolution of 5th April last, in which both Government and Legislature concurred, the Hon. John H. Gray says—"They learn with regret that in a work now admitted to be of such great importance to the British Empire, Her Majesty's Government is not prepared to contribute any portion of the funds necessary for its construction, and should, as a condition precedent to the Imperial guarantee, require these Colonies to pledge their whole available revenues to build the same at their own expense." "And this House cannot adopt the plan suggested in the correspondence between the Hon. Mr. Howe and Earl Grey, and is not prepared to pledge the public credit, or the future resources of the Province further than is set forth in the address before mentioned."

TRADE AT THE OUTBAYS FOR 1851.

Miramichi.—The total quantity of shipping owned at this outbay on the 31st December last was 83 vessels, 7466 tons; during last year the number of new vessels built on the North Shore was 21, measuring 11,879 tons, and of these seven vessels were built for owners in the United Kingdom. Of the total number built, four were over 1000 tons, and five over 700 tons. The value of imports at Miramichi was £69,598 stg.; exports £82,340. There is a considerable increase on both imports and exports in 1851, as compared with the previous year. The number of ships entered inward during last year was 219, 39,986 tons; and outwards, 216 vessels, 45,254 tons. The quantity of deals exported was 21,825 M. ft.; and of timber, 16,046 tons. Revenue collected, £7387 cy.

Dalhousie.—Imports, £25,714; exports, £30,403. Deals exported, 1256 M. feet; timber, 28,202 tons. Vessels entered inwards, 108, 21,774 tons; outwards, 102, 23,666 tons. Revenue collected, £3797 cy.

Bathurst.—Imports, £15,570; exports, £23,018. Deals and lumber exported, 6694 M. feet; Timber, 2697 tons. Vessels entered inwards, 80, 14,065 tons; Outwards, 79, 15,991 tons. Revenue collected, £2111 cy.

Caraquet.—Imports, £2041; exports, £5313. Vessels entered inwards, 23, 1266 tons; outwards, 29,1862 tons.

Richibucto.—Imports, £21,800; exports, £26,631. Deals and lumber exported, 12,520 M.; timber, 730 tons. Vessels entered inwards, 106, 16,786 tons; outwards, 105, 18,365 tons. Revenue collected, £2461 cy.

Buctouche.—Imports, £1722; exports, £6043. Deals and lumber exported, 976 M. feet; timber, 3487 tons. Vessels inwards, 31, 5328 tons; outwards, 32, 4868 tons. Rev. collected, £407 cy.

Shediac.—Imports, £4474; exports, £14,777. Deals and lumber exported, 7340 M. feet; timber, 103 tons. Vessels entered inwards, 70, 10,731 tons; outwards, 70, 10,731 tons. Revenue collected, £534 cy.

Dorchester.—Imports, £323; exports, £399. Vessels entered inwards, 8, 356 tons; outwards, 7, 320 tons. Revenue collected, £26. Since Sackville has been made a port of entry, the trade, as appears by the returns, has fallen off at Dorchester to a mere nothing.

Sackville.—Imports, £1769; exports, £2771. Vessels entered inwards, 21, 1467 tons; outwards, 25, 2537 tons. Revenue collected, £372.

Hillsborough.—Imports, £861; exports, £4737. Coals exported, 2228 chaldrons. Vessels entered inwards, 27, 2318 tons; outwards, 29, 3865 tons. Revenue collected, £193.—*Courier.*

The Bill which had passed the Assembly, granting the privilege of erecting wooden buildings on the burnt district of this city, to a height of 27 feet, has been rejected in the Legislative Council, without a division.

We learn from Fredericton, that Executive clemency has been extended to Munson Pickett, who was sentenced to fourteen years' imprisonment, with hard labour, in the Provincial Penitentiary, for shooting his brother, Seymour Pickett, at Kingston, K. C., in December, 1846, and that he will be discharged on the 1st of April next, when he will have been confined four years.

Mr. FOULIS delivered an interesting lecture, last evening, at the Mechanics' Institute, on *Geological Phenomena.*

Kossuth, at the latest accounts, was at Cincinnati, where he arrived on Monday 9th inst., and was received by the military and fire companies, and other societies, and escorted to the Burnett House, where rooms had been prepared for him.

THE SHIPPING INTERESTS.—A Liverpool firm largely interested in the Shipping Trade, writes to a Mercantile House in this City, under date of 24th January, that the prospects as to the shipping interest are extremely depressed. We had hoped, continues the letter, for better freights in the Cotton ports than now appear likely to be obtained. Timber freights, we apprehend, will open very low and but few charters will be given for Quebec in the earlier part of the season, the stock there wintering over being very light. This probably will equally apply to St. John.—Several Colonial built vessels have recently changed hands—but at low prices. A new St. John six-year ship has been disposed of at a trifle over £5 10s. per ton.—*Cour.*

ACCIDENT.—We regret to learn that a valuable horse, belonging to Mr. James Bradley, Postman, and driven by his son William, was lost through a hole in the ice near Britain's Point, on the Nerepis, on Thursday night last, and that the young man was severely frost-bitten on the occasion.—*Ib.*

A FARM IN THE NORTH.—Our exchanges in the "sunny south" frequently boast of what the farmers in their neighbourhoods have done in the raising of cattle, hogs, &c. We give below an extract of a letter, showing what a gentleman has done on his farm in the *Northern* County of Gloucester, and we challenge our contemporaries to produce a competitor:

Francis Ferguson, Esq., raised last year on his farm in Bathurst, upwards of 1,000 bushels of Wheat; 250 tons of upland Hay; he killed 8 pigs of one litter, 12 months old, which averaged 400 lbs. each, 3200 lbs.; the Sow, 777; a Pig 14 months old, 646 lbs; one 26 months old, 796 lbs; altogether he killed last fall of his own raising 8,000 lbs. of Pork. Also a Heifer, only 3 years old, which weighed 700 lbs!!—*Miramichi Gleaner.*

MELANCHOLY ACCIDENT AT P. E. ISLAND.—On Saturday, the 10th instant, a melancholy occurrence took place at the house of Mr. Alex. Campbell, Pier Jacques, Lot 8. It appears Mr. & Mrs. Campbell were absent from home for a very short time, and during their absence, three little girls of the respective ages of 7, 5 and 2 years, were left alone, who began to amuse themselves by running round in a circle until they became giddy, when they fell on the floor, near the fire, and the fire communicating with their clothes, immediately enveloped them all in flames. When the mother returned home, the child five years of age was dead, the elder survived but two hours afterwards—sufficiently long to acquaint her afflicted mother of the way in which the accident occurred. The youngest we understand lingered for a few days, when death terminated her sufferings.—*Hazard's Gaz.*

Accounts have been received at Quebec by the last English Mail, from W. Stevenson, Esq., who it may be remembered proceeded to London on account of the Quebec Corporation, advising that that gentleman had succeeded in negociating £80,000 Corporation Debentures, at par, on account of the Water Works, through the firm of Messrs. Baring & Co. We are glad to find the credit of Canadian Institutions so highly appreciated in the English market.—*Montreal Pilot.*

REMARKABLE DISCOVERY IN UPPER CANADA.—The laborers employed on the Great Western rail road of Upper Canada, engaged in an excavation through the Burlington heights, on Thursday week, dug up the tusks and jaw bone of an elephant, buried to a depth of sixty feet in earth and gravel. It is said that they are now at the rail road office at Hamilton, and have attracted the attention of hundreds of visiters. The jaw bone is of enormous size and one of the tusks which is slightly decayed at one end measures six feet and nine inches. The other tusk is perfect.

[From the Royal Gazette, February 11.]

GOVERNMENT NOTICE.

His Excellency the Lieutenant Governor, in Council, has been pleased to order, That the Postal arrangement made by the Postmaster General of this Province, with the Postmaster General of the United States, for a local rate of Postage of one penny currency, or two cents, on letters passing between the Frontier Town of Saint Stephen in this Province and Calais in the State of Maine, and also a like rate on letters passing between the Town of Saint Andrews in this Province and Robinston in the State of Maine, be carried into effect so far as relates to letters not exceeding half an ounce in weight posted at one of such Frontier Offices for delivery at the corresponding Frontier Town as above described—the prepayment of such Postage to be optional, and the postage to be retained by the Country collecting it.

By His Excellency's Command.

J. R. PARTELOW.

Secretary's Office, 10th Feb., 1852.

PROVINCIAL APPOINTMENTS.

REUBEN STILES, Esquire, to be a Commissioner under the Act 12 Vict. Cap. 19, for the County of Albert.

JOHN EMERSON, Esquire, to be a Commissioner under the Act 12 Vict. Cap. 4, for the County of Victoria. *By His Excellency's Command.*

J. R. PARTELOW.

Secretary's Office, 10th February, 1852.

His Excellency the Chancellor has been pleased to appoint Thomas S. Sayre, Albert J. Smith, and Samuel G. Morse, Esquires, to be Masters Extraordinary in Chancery.

D. LUDLOW ROBINSON, REGR.

February 10, 1852.

His Excellency the Chancellor has been pleased to appoint Martin B. Palmer, Esquire, to be a Master Extraordinary in Chancery.

D. LUDLOW ROBINSON, REGR.

January 30, 1852.

SUPREME COURT—HILARY TERM, 15th Vict., 1852.

Arrangements for the Sittings and Circuits for the Year 1852.

The Hon. the Chief Justice,		(1852.)
Sittings for York, after Hilary,		February 7th,
	Restigouche,	August 31st,
	Gloucester,	September 7th,
	Northumberland,	September 14th.
The Hon. Mr. Justice PARKER,		
	King's,	July 13th,
	Victoria,	September 21st,
	Carleton,	September 28th,
	Charlotte (Autumn,)	November 2d.
The Hon. Mr. Justice STREET,		
	Sunbury,	February 24th,
	Queen's,	March 2d,
	Charlotte, (Spring,)	April 27th,
	St. John, (Summer,)	August 3d.
The Hon. Mr. Justice WILMOT,		
Sittings for York, after Trinity,		June 22d.
	Albert,	July 20th,
	Westmorland,	July 27th,
	Kent,	August 3d,
	St. John (Winter,)	January 12th, 1853.

SUPREME COURT—HILARY TERM, 15th Vict.

Ordered, That JAMES BEATY and MICHAEL S. HARRIS be appointed Commissioners for taking Bail and Affidavits in the County of Westmorland, and that GEORGE MOREHOUSE, ADAM D. ALLAN, LEWIS L. WIGAN and THOMAS JONES, be Commissioners for taking Affidavits in the County of York. By the Court. W. CARMAN.

SUPREME COURT—HILARY TERM, 15th Vict.

DANIEL FERGUSON, Esquire, one of the Attorneys of this Honorable Court, is called to the Bar, and admitted, sworn and enrolled Barrister.

JOHN GARDEN and ALEXANDER BALLENTINE, Gentlemen, Students at Law, having produced the requisite Certificates, and having been examined as to their fitness and capacity, are admitted, sworn and enrolled Attorneys of this Honorable Court. W. CARMAN.

ENGLISH ITEMS.

PLYMOUTH, January 16.—*Another Boatload of thirteen persons saved from the wreck of the Steamship Amazon.*—We have the gratification to announce the safety of 13 more of the sufferers from the ill-fated steam ship Amazon. They were picked up from the port life boat, in the Bay of Biscay, on the evening following the night of the conflagration, by the Dutch galliot Hellena, Capt. Gruppelaar, which vessel yesterday at noon, off the Dodman, placed them on board the revenue cutter Royal Charlotte, Lieut. Lilburn, which has, since the 12th inst. been cruising at the entrance of the channel, in the hope of rendering assistance. The names of the persons saved and landed here are:—Lieutenant Grylls, R. N., the Rev. W. Blood, Mr. W. Kilkelly, Senhor Juan de Cima, Wm. Angus, second engineer, Isaac Roberts, boiler maker, Angus McInnes, engineer's storekeeper, Michael Fox, fireman, George Webb, able seaman, Henry Wright, seaman, Charles Dowdney, stoker, Wm. Wall, stoker, and Richd. Harris, doctor's boy.

Lieut. Grylls, on landing, was immediately taken to the residence of Lt. Lilburn, at Stonehouse, where he received a continuation of the hospitality he received on board the cutter. The Rev. W. Blood, Mr. Kilkelly, and Senor Juan de Cima, are under the care of Mr. Elliot, of the Royal Hotel. The engineers and crew are at the Prince George, in charge of the honorary agent of the shipwrecked Mariner's Society.

THE TOWER OF LONDON.—On Saturday morning the interior of the Tower of London presented an unusual scene of activity, in consequence of an order forwarded by the government authorities to place that ancient fortress in an immediate and proper state of defence. About 50 men were at work, under the direction of the superintendent of the Seyssel Asphalte Company, in constructing a number of additional port-holes for heavy cannon.

It is calculated that there is every year expended in Ireland from £900,000 to £1,000,000 in wages for sewed muslin, and from £300,000 to £400,000 annually in wages for plain muslin, and that employment is given by both branches to about 400,000 individuals.

Commander M'Cormick, of Devonport ordinary, has written to the Admiralty to be superseded, in consequence of the duty imposed on him being too harassing for his strength. He has been refused three weeks' leave of absence. This veteran has served in some of the most desperate affairs of the long war. At the destruction of the *Caroline*, in Canada, he received four balls through the body, and a sabre cut across the right loin, for which wounds he is in receipt of a small pension.

A meeting was held in Wexford on Monday, at which the Mayor presided, when a petition to the Queen was passed, praying her Majesty to grant a free pardon to Messrs. W. S. O'Brien, Meagher, Mitchel, and the other Irish exiles concerned in the troubles of 1848.

John Flennet Crampton, secretary to her Majesty's Legation at Washington, to be envoy extraordinary and minister plenipotentiary to the United States.

Sir Henry Lytton Bulwer, minister plenipotentiary at Washington, is appointed minister plenipotentiary at Florence.

The Common Law Commissioners recommend that the celebrated legal characters John Doe and Richard Roe in actions of ejectment should cease to exist.

The London Morning Herald says it is reported that Lord Palmerston will be invited to stand at the next election for Liverpool, and that although he is opposed to a duty on corn for the purpose of protection, he is in favor of a revenue duty of 5s per quarter, and 2s 6d per cwt. on flour, in lieu of the income tax.

It appears from returns to Parliament, that in 1849 there were 28,731 writs issued by the Court of Queen's Bench, 16,083 by the Common Pleas, and 40,013 by the Exchequer. These are stated to be on mesne process; while in the County Courts in the same year there were 395,191 plaints entered.

Government contributes £200 towards the expenses of the erection of the new Roman Catholic Chapel at Greenwich, recently opened.

The military authorities have promulgated a general order, empowering every private soldier to enlist recruits, and that for every man so enlisted the recruiting soldier is to receive a bounty of 11s. 6d.

It is estimated that the total aggregate of capital which has been expended up to this time, in the construction of railways in different parts of the world, amounts to the enormous sum of $447,783,000.

The Hanover Journals state that a consultation of physicians and surgeons has been held on the blindness of the King, and that all the members present, with the exception of Dr. Leuw, expressed an opinion that the malady is incurable.

Several private letters from Sweden bear testimony to the progress of Christianity in that country. "The teacher of philosophy and theology at the Gymnasium in Stockholm, who has been for several years a zealous and serious preacher, and to whom the description given by Apollos (Acts xviii. 24, 25) might be literally applied—an eloquent man, and mighty in the Scriptures—*has taken the bold step* of opening the English Chapel, which has been closed nearly ten years, and now conducts public worship there every Sabbath evening. Clothed with the garments and the office of a clergyman of the Established Church, this devoted servant of God has for several Sabbaths, unmolested, preached the same Gospel, for doing which its enemies once so irreverently closed the doors of this sanctuary. This is the finger of God. Well may it call forth tears of joy to observe how the grace of God has prepared here so many opportunities for sinners to hear the word of mercy."—*Liverpool Standard.*

Sir George Simpson, in his journey round the world, states that near Calvert's Island he saw sea-weed growing to the surface of the ocean from the depth of 30 or 40 fathoms.

The Bishopric of Jerusalem.—The amount given by the King of Prussia to the support of the Protestant bishopric in Jerusalem, amounts to upwards of 125,000 dollars, (about £18,000), out of which sum the actual bishop receives his annual salary of 4200 dollars, (about £650.)

A Singapore paper of Dec. 5, gives a particular narrative of the murder of Mr. Burns, a grandson of Robert Burns, supercargo of the schooner Dolphin, together with Capt. Robertson, the master of the vessel, by pirates, in Maludu Bay, on the North West Coast of Borneo, together with two Lascars and two native servants who were on board. The vessel was afterwards recovered with most of the effects on board, by the East India Company's steamer Plato.

Lord Brougham was at Paris, where he proposed to remain a few days, being on his return to England from his estate at Cannes.

The correspondent of the London Globe states, under date of Paris, Jan. 23, that the reported change of ministry and measures respecting the Orleans family caused a painful sensation in the public mind. Should the rumors prove true, he adds, while we regret that it should be so, we may be permitted to hope that the declaration of public opinion will produce a change of system. Nothing has occurred to warrant a fear up to the present moment, that any thing will be done by the French government to lead to hostilities with other countries.

It was reported in Paris that the election of the Legislative corps would take place on the 15th of the present month, and that the two Chambers would be convoked for the 1st of March.

The secret deed, naming the person whom the President recommends to the people to choose for his successor, in the case of his own demise, is already drawn out and signed, ready to be deposited in the archives of the senate. The personage named is Lucien, the younger brother of the Prince of Canino, and member of the Assembly.

Of the 209,000,000 francs taken from the family of Louis Philippe, 10,000,000 will go to the Society of *Sucoire Mutuelles*; 10,000,000 to the improvement of lodgings for the working classes; 10,000,000 to a *credit foucier*; 5,000,000 to the poor clergy; and the rest to the retired soldiers of the Legion of Honour.

It is said that Paris is about to be illuminated by an immense electric light on the top of the tower St. Jacques-la-Boucherie, so as to supersede gas-lights.

Letters from Naples of the 12th inst., state that the Duchess of Aumale was safely delivered, the night before, of a prince, who received the title of Duc de Guise. The Prince was christened on the 12th, and held at the baptismal fonts by the King of Naples and the Dowager Princess of Salerno.

AMERICAN ITEMS.

THE IRISH EXILES.—The Kingston, New York, Journal, publishes the following letter from President Fillmore to Mr. Romeyn