





## The Head Quarters.

### COMMUNICATION.

[FOR THE HEAD QUARTERS.]

MR. EDITOR,—

As the public are not generally acquainted with the facilities of travelling through this Province, and as some of the political speakers in our Legislature have claimed much praise for their great exertions in opening and perfecting Roads in the Province, I submit the following observations for the information of all concerned.

A traveller entering New Brunswick may justly admire our fine water conveyances from St. John to Fredericton, or avail himself of a good coach

tion of his constituents. The meeting was none of his seeking, but he had little doubt there were persons who would misrepresent his motives for appearing among them at that time. He (Mr. Fisher)

was not in the Country when the matter which had called them together was first agitated, but he felt himself bound to respond to the call of his constituents, and was there to explain every step which he had taken since he had the honor of being one of the Representatives of the County, as well as to discuss the matter contained in the Resolutions which had led to the present meeting. It had been said that we are on the eve of a General Election, whether this was to take place soon or not he had no means of ascertaining, but he was determined before he sat down that every person should be satisfied of the position which he occupied with regard to the important questions which they had met to discuss. The Resolutions which he held in his hand, involved principles of Government which it was the duty of every freeholder to understand, and in order to come to a correct conclusion, it was necessary to enquire what the word Government means—and for what Government was instituted. There were some people about Fredericton who might imagine that Government was like the Ark of the Covenant of old, that it was unchangeable and immutable, but this was not by any means the case; all Governments are, or are supposed to be instituted for the benefit of the people.

[Mr. Fisher's speech and the other proceedings of the Meeting will be continued next week.]

The laying of the Foundation Stone of the Cathedral, which took place this day, is of too much consequence to be disposed of in a mere paragraph. If our contemporaries do not anticipate us, we shall try to give something like a description of one of the most interesting events ever witnessed in this Province.

RAIL ROAD FROM ST. JOHN TO QUEBEC.

This important measure appears to have received the consideration which it deserves in the proper quarter. We have seen a pamphlet which contains the original prospectus already published in this paper, but containing a supplementary notice which is valuable, and ought to have all the publicity which the press of this Province can give it. We copy it without further remark.

We the undersigned, do hereby certify, that we have carefully perused the foregoing Prospectus of the contemplated New-Brunswick Railway, from the City of Saint John to the Grand Falls of the River Saint John; and we have no hesitation in saying, that, in our opinion, the advantages to the Country, and to the Stockholders, set forth in the Prospectus, will be fully realized. And we do further certify, as our firm belief, that the Legislature will, by enactment, grant to the said Company the aid and assistance mentioned and set forth in the said Prospectus.

JOHN SAUNDERS, Member of the Executive and Legislative Councils, and Secretary of the Province.

THOMAS BAILLIE, Surveyor General of the Province.

GEORGE SHORE, Member of the Legislative Council, and Adjutant General of the Militia of the Province of New Brunswick.

Geo. FRED'S STREET, Member of the Executive and Legislative Councils, and Solicitor General of the Province.

W. H. ROBINSON, Member of Legislative Council.

CHARLES SIMONDS, Member of the Executive Council and Legislative, and one of the Representatives of the People.

These plain observations are respectfully submitted, through the pen of

A HUMBLE FARMER.

Sunbury, 12th October, 1845.

The Head Quarters.

Monday, October 15, 1845.

POLITICAL MEETING AT THE HOUSE OF ASSEMBLY.

We copied last week certain Resolutions, which had been agreed to, at a Public Meeting held at the School House at Matapedia, on Wednesday the 1st inst., the tenor of which was to request the present Representatives for York County, to meet their constituents in that district, at the new Meeting House on the Keswick Ridge, on Friday the 10th inst., for the purpose of "discussing how Ministerial Responsibility is applicable to a British Colony, and to what extent it has been introduced into the Government of this Province."

Pursuant to the request embodied in these Resolutions, three out of four of the Members for York attended at the place appointed, viz:—James Taylor, Esq., the Hon. L. A. Wilson, and Charles Fisher, Esq. The attendance of Freeholders was highly respectable in point of number, and comprised the bulk of the intelligence of that fine section of the Province.

At 1 o'clock the Meeting was called to order by Mr. Mathew Graham, who proposed James Miles Esq., as Chairman, which motion was seconded by Mr. Solomon Denton, and carried unanimously.

Mr. Miles assumed the Chair, and appointed Mr. Denton Secretary. The Chairman, in opening the business for which the Meeting had been called, asked them for their own sake's, and for the sake of their own Parish, to preserve the most perfect order; a reasonable request which was most religiously adhered to throughout. Indeed, the appearance to be no disposition whatever, for anything like a noisy demonstration of feeling. The men composing the Meeting, appeared to us to be sober thinking people, and their considerate Chairman a fine sample of the good-hearted burly of English Squire, who loves alike his neighbors and fair play.

The Press of this City was fully represented by our neighbors of the Loyalist and Reporter being present, and quite as busy taking notes as ourselves, and there is little doubt they will "print them."

Mr. FISHER having been called upon by the Chairman, rose and said, that he had come in compliance with a request of an influential

they continue the present state of things until reform is forced upon them? *Qui prodest?* *Quid sit* is an old and true saying, but it is not yet dreamed of in their philosophy.—*Montreal Times.*

LIVERPOOL TIMBER MARKET, Sept. 13.—*Governor Pine Timber.*—Of St. John, one cargo of 15 inches average, was sold at 19d. Another of same average (20 M feet averaging 23 inches, and 20 M feet 15 inches) was sold also at 19d. One of 20 1/2 inches, (without any advantage in storage) at fully 20 1/2 3/4; and of 20 1/2 inches, 20 1/4, with small sizes 16d, and a large allowance off, and one, the last sale, 21 1/2 inches average, at 21d per foot, with low rates for the other portions of the cargo.

BURCH.—St. John, with cargo, has been sold at 15 1/2 to 17d per foot and by auction at 16 1/2 to 18d per foot.

His Royal Highness Prince George of Cambridge is again reported for the appointments of Governor of Nova Scotia, and Major General commanding the Forces in that province relieving Lord Falkland and Sir Jeremiah Dickson, thus assuming both the civil and military command of Nova Scotia.—*Lincolnton Chronicle.*

COURTESY OF A BRITISH SQUADRON.—Extract of a letter, dated

MALTA, August 24, 1845.

"The corvette Plymouth, Commander Henry, left this island a few days since for Marseilles and Mahon."

"While Commander Henry was undergoing a Syrian quarantine of twelve days duration, counting from the day of his arrival, he was a minute from the Navy Department directing that the flags of all ships-of-war should be hoisted half-mast high, and twenty-one minutes guns fired, out of respect to the memory of the late hero and statesman, Andrew Jackson, of whose much-regarded decease we have at this island but recently heard. As there is a positive regulation at this place, that no ships shall fire in quarantine, this minute could not be obeyed as the order directed. It was therefore hoisted, and at mid-day, when the report of the first minute gun was heard, the flag of every English ship in the harbor was lowered, and thus remained until this closed. I have mentioned this circumstance, as it struck me as a most appropriate and beautiful compliment paid by a great and powerful nation to the memory of one of the most distinguished and worthy of men."

"Having only to add that the Plymouth was thought to be a first rate order, and that Capt. Henry and the officers were received by them with marked attention."

"I subscribe myself, &c., &c."

AFFECTING INCIDENT.—A little girl, the only and well beloved child of her parents, who are residents of Brooklyn, died a few weeks since, and was interred in the private family burying ground.

A large Newfoundland dog, the favorite companion and playmate of the child, was frequently missing from the house after the funeral. When seen he was observed to be crest fallen and drooping, he refused his food, moped and lost flesh day by day. These circumstances exciting curiosity, the animal was watched and followed in his excursions, and at length appeared that he went daily to the grave of his former friend and playmate, deposited at each visit, some of the child's play things obtained from the house, and that he was continually bemoaning her remains, in the vain hope of alluring her to his side again, and then lay down, and passed hour after hour moaning and whimpering. It is believed that the child's body was finally put in the ground, and that the animal, to put an end to his melancholy vigils, the continuance of which would have cost the faithful mourner his existence.—*St. John Morning News.*

POTATO ROT.—This disease in the Potato appears to have attracted almost universal attention both in Europe and America. The following from the Halifax *Morning Post* is significant, and may be useful.

PROVINCIAL SECRETARY'S OFFICE.

HALIFAX, Oct. 2nd, 1845.

The following circular has been addressed, by the Lieutenant Governor's command, to the several Members of the House of Assembly, Custodians of Rotolotum, and Presidents of Agricultural Societies; and an Extract from the letter is hereby presented, and that the remainder of the letter be referred to in the subjoined Letter.

By His Excellency's Command.

RUPERT D. GEORGE.

(Circular.)

Provincial Secretary's Office, Halifax, Oct. 1st, 1845.

There being reason to apprehend that the Potatoes throughout the Province are seriously injured by the prevailing blight, it may be important to ascertain what proportion of the Crop has been, or is likely to be saved fit for consumption and seed; and whether, beyond the requisite supply for the wants of the Inhabitants, any and what quantity of this almost indispensable article of food will remain for Exportation or Sale—as well as the probable extent of the distress and other consequences, which failure in the Crop may occasion in the different Settlements and Districts.

The Lieutenant Governor is therefore induced to request that, so far as relates to of you will take the trouble to obtain and communicate to His Excellency the most correct information that can be procured on the above points.

I have the honor to be, Your most obedient, Humble Servant,

RUPERT D. GEORGE.

POTATO ROT.—We regret to state, that from conversations we have had with our farmers, we find that the Potatoes in this county have suffered considerably from the peculiar disease which has almost all portions of the globe. The evil is considerably augmented from the ignorance of parties as to what is best to be done with them, or what steps they ought to take to stop the progress of the rot, which is hourly augmenting.

We should feel much pleasure in communicating the opinions of any of our agricultural neighbors on the subject.—*Miramichi Gleaner.*

RESPECT.—We understand that Fullerton, who was sentenced to be hung at Bathurst on Monday next, has obtained a respite for one month.—*Id.*

NAVAL PREPARATIONS.—The *Hamshire Telegraph* says:—"A large augmentation in the number of artisans and laborers in all our dockyards will take place immediately. No less than 426 additional are ordered to be entered in this dockyard."

The ropemakers are also to be augmented, and several stout boys are to be admitted to this department. With the increased force four large steamers are to be built upon the designs respectively of Mr. Fincham, the master shipwright and Mr. White, of Cowas. These vessels, we are informed, will be got off the stocks with all possible dispatch. The additional force is engaged for six months, at the same wages as the other artisans. A daily report is ordered to be made of the advanced 30 sail-of-the-line, and all stores, *variable*, and furniture, not liable to be detained by being afloat, are to be put on board as convenient. The steam guard-ships are to be brought forward immediately; in fact, some of them have been already taken in hand. Notice for tenders from engineers has been issued, and the tenders for screw machinery for these steam guard-ships will be sent into the Admiralty from the various firms after the 1st of next month."

MILITARY FORCE IN CANADA.—The *Morning Chronicle* says:—"We understand that the Government have determined to materially increase the present military force in our North American colonies."

THE TWO FUNERALS.—Yesterday was a solemn day in Yarmouth. There were two funerals, which awakened more than an ordinary degree of painful interest and sympathy in the community. One of these was the funeral of the wife of AARON WATTS, Esq., Collector of H. M. Customs at this port—and the other was that of the wife of Mr. AMOS BROWN. They both died on the same day—both were victims of a pulmonary complaint.

Both funeral processions were moving to two separate burying grounds at the same hour, and they were both consigned to "the narrow house appointed for all living" at nearly the same moment. Neither of them has left a child behind to experience the loss of maternal love.—Thus far there was quite a similarity in the two cases; but in other respects there was a broad difference.—Mrs. Brown died in the midst of her relatives, and of those who had known her from her infancy, and to whom she had become endeared by the interchange of kindnesses, extending through a series of years, but Mrs. White died in a land of strangers. Her amiable disposition—her domestic and social virtues had been known to this community scarcely a twelvemonth; but during this short period, such was the impression she made upon the circle of her acquaintance, that all who enjoyed her friendship feel that they have sustained a loss. In the language of Pope:—

"By foreign hands her dying eyes were closed,  
By foreign hands her decent limbs composed,  
By foreign hands her humble grave adorned  
By strangers honor'd, and by strangers mourn'd."

—*Yarmouth Herald.*

MACKEREL FISHING.—About 400 vessels engaged in the Mackerel Fishery (from the coast of Nova Scotia and Cape Breton) arrived in the port of Gloucester U. S., on Sunday, 27th Sept., their cargoes averaging 100 barrels. Thus this fleet had upwards of 40,000 barrels of fish. Pretty pickings enough! The whole catch of our provincial fishermen will not exceed 10,000 barrels.—*Halifax Post.*

RAILROAD MEETINGS.—INTERNAL IMPROVEMENT.

The subject of Railroads is engrossing a large share of public attention, and daily acquiring increased interest. A large meeting was held lately in Kingston, on receiving the Delegates from Cape Vincent and Watertown to represent the 54th Congress.

Mr. Conant stated that he had received a letter from an influential gentleman on the other side stating that \$250,000 would be subscribed along the line of the Cape Vincent and Rome Railroad, and that the remainder of the stock would be taken up in Boston. The construction of this road has become matter of certainty; doubt on this score no large extent. The evenness of the surface over which the line is to pass will render easy the preparing of the road, as the grading will no where be to a greater depth than ten or twelve feet, and there will not be a single cubic yard of rock excavation along the whole line. The great object of this road, as we stated on a former occasion, is to open a continuous line of transport from the Atlantic to the far West, at present as far as Chicago, and to be extended farther as circumstances may require or opportunity permit. It must, then, extend from Kingston to Toronto at which latter place it will join the Toronto and Great Western Railroad. Already has notice of application to the Legislature for a charter for a Railroad across Wolfe Island and into the Province of Ontario been presented. A branch to the Marmora Iron Works is also spoken of. The iron ore of Marmora is said to be abundant and of great value; and it is a great pity that such valuable treasure should be suffered to lie useless in the bowels of the earth while we import at a great expense, thousands of miles, a material that lies at our own doors, requiring no more than the usual energy exerted on similar undertakings to bring it into general use. We are thus enabled to see the preparing of the road, as the grading will no where be to a greater depth than ten or twelve feet, and there will not be a single cubic yard of rock excavation along the whole line. 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