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(From the Colonial Gazette.)

ON THE NATIONAL IMPORTANCE OF A RAIL ROAD FROM HALIFAX TO QUEBEC, AND THE NECESSITY OF COUNTERACTING THE POLICY NOW ADOPTED BY THE UNITED STATES.

(BY A COLONIST.)

Concluded.

Much may be done by the mother country by kindly and generous legislation, to postpone, if not to prevent, a separation. Canada has been restored to a *sounder* feeling—to a sincere and confiding confidence in the Cabinet—by the system of a local responsibility introducing under the auspices of the late Lord Durham, and by the frank and unreserved declarations of Lord Metcalfe and his majority in Parliament, that it is the acknowledged rule of his Administration, and that they are ready to give it fair and practical operation. It secures to the local authorities the constitutional control of those local measures which the Colonial Minister was, in the past, often tempted to guide, and which led to collision and dissatisfaction. It was not the intention of the Minister to do wrong, or to run counter either to the public intelligence, or what he deemed to the best interests of the colony, which fostered heart-burnings and complaints; but he erred from evil council, or from the utter impossibility of giving the time requisite to study and comprehend the question in all its details and bearings. The late act, introduced into Parliament by Lord Stanley, admitting corn which passes through and is manufactured in Canada into the ports of Great Britain, on the payment of a moderate duty, was a generous boon to that Colony, and a measure of connection to the policy of the United States. We touch not here its effects on the agricultural or other colonial interests. By treating the colonies as counties or integral parts of the one great empire—by making colonists feel that they are subjects, not in name only, but in reality—the desire of independence, if it arise, will be delayed, if not eradicated; but if not, this is still the true policy to be pursued: for colonists so treated, like children who have been taught to revere and love their parents, from the affection and equity of their early intercourse, will, while seeking station and independence for themselves, never forget the ties which knit them together. If Canada, joined to the north-eastern states (for they have a *strong* identity of interest,) is destined to be an independent nation; let it be one to which Great Britain can appeal, from the justice of her sway, for the establishment of those relations of mutual concession and reciprocal privilege, which ought to bind together two friendly powers.

There can be no objection to gathering the produce of the west at Detroit and Windsor, and then to transport it over the fertile field of the London district to Hamilton. This would be a legitimate employment of British capital, and would tend to the advancement of colonial interests; but after it is there, after it reaches the head of Lake Ontario, and wants its further passage to the sea, we have then to give it a *right*, and, if we can, a British direction.

We are strongly in favour of the railroads of Canada, and recommend them to the consideration of the public. They will increase emigration, develop the resources, and enlarge and vivify trade. We hope they will go on and prosper. It is against their sole termination in the ports of the United States we raise our earnest remonstrance, and solicit the co-operation of all friendly to the colonies to avert the calamity, if in their united power. For if the products which pass on them go onwards to the States, the results have been already foretold. Can no means be adopted, then—is no enterprise open to keep within the British territory, and to send them into the market of the world by means of British shipping, and with a colonial reputation; can we not preserve the control, and secure the profits of this trade to ourselves, in place of handing over the golden sheaves to the American reaper?

Although these railroads were completed, it is expected, that, while the Lakes and the River St. Lawrence are open, the British merchants in Canada, and the shipping at Quebec and Montreal, will still secure a certain portion of the Canadian trade. It is in the winter mainly that the effect of these American railroads are to be dreaded, for the waters are closed there for not less than six months; and Canada stands, for that time, to use a strong expression, "hermetically sealed." Great Britain has the power of creating an effective rivalry, by laying a railroad from Halifax to Quebec, with branches running to Fredericton, St. John's, and St. Andrews. Such a line would save, if not the whole, a large part of the trade of the west and of Canada to British capital and enterprise, establish the intercourse within our own territory, protect the shipping interest, swell the materials of our colonial and inter-national commerce, perpetuate a sound feeling among our colonial population, preserve *intact* the integrity of the empire, and *unblighted* the power and honour of the Crown.

Of the practicability of this scheme there can be no question. The route has been examined by competent engineers, and it is said that the line is practicable, and even easy of execution. But we do not treat it *here* simply as a question of profit—we do not put it *now* before the public as a mere speculation—it is not viewed by us solely as a matter of pounds, shillings, and pence: these we leave for proof afterwards: we look at it in a broader and national point of view—as a measure which has become indispensable for the safety of our colonial empire, and for the maintenance of that ascendency which Great Britain now enjoys in the congress of nations.

America is to be counteracted and checkmated in the calculating which she is pursuing, and Canada is to be preserved by providing a British transit for British goods, a British route for the transit of our own mails, and a great military road from the sea to the heart of Canada, ready for use in case of war.

Rely upon it, such a project will meet with warm and enthusiastic support both from the Legislatures and the people. The prospect of it has already created an intense excitement in the Lower colonies. They are prepared to give acts of incorporation with every requisite privilege—to convey grants of land and the line free of charge—to subscribe for stock according to their means—to employ the best talents and energies they can command, to superintend and hasten on the work. They want the aid and paronage of the capitalists of Britain.

Calculations have been made to prove that the returns from this line will yield a fair return for the outlay it will require; but we do not enter upon them—they are too intricate and extensive for our present object. We confine ourselves to the *single* point. To us it is a great national object, and we trust we have said enough to induce the Government to adopt it; for we have an abiding faith that the noble Duke who has won the proud pre-eminence he enjoys for his services in protecting the safety and honour of the country, and Sir Robert Peel and his associates, in the faithful performance of their high functions, will give to this question an early and favourable consideration, and submit it before long for the approval of Parliament. There it ought, and we believe will, receive the united support of all parties,—for a railroad now will not only extend the trade and increase the prosperity of British North America—it may save the expenditure of millions, at no distant future, in the erection of fortifications, in the transit of steam power and of troops, and in the resistance of an aggressive war. America *will* have the British portion of this continent, and the seas which laave its shores—*if she can*; if we do not intend to yield it, let us not sacrifice it by submitting tamely to a policy which, if not met with vigour, is likely to conquer and to gain Canada in the end.

We have said that America will grasp Canada if in her power; and these railroads from the sea to our colonial boundary lines will, if another war were waged, give her a vast advantage. It was one of the anticipated benefits of the railway system, that it would lessen the necessity of standing armies as numerous as in the past, because railroads would create the facility of rapid concentration, and impart to smaller numbers more efficient control and power of resistance. In the event of a sudden and inopportune, because unforeseen and unexpected, declaration of hostilities, look how the chances would throw against us! America might pour her thousands into Canada by means of her railroads between the rising and setting sun; while our regiments stationed in Nova Scotia and New Brunswick, capable, "like a serried host," to repel the invader, if on the ground, might be kept back, by a tardy and exhausting march, till the Rubicon was past and the citadel lost.

A railroad from Halifax to Quebec has become an essential preparative in piece for war—necessary alike for safety and dominion.

But in peace it will have beneficial and durable effects. It will give a new impetus to the progress, trade, and prosperity of Nova Scotia, New Brunswick, and that large section of Lower Canada lying to the south and east of Quebec. The late Lord Durham, in his report, has drawn a picture of the *comparative* condition—the outward and tangible aspects of the United States and of the British colonies, glowing and flattering to the former. It is too faithful to reality to be denied. We touch not the causes of this difference; we will avoid here all debatable and forbidden ground; but it is clear, that if the improvements of the age are not extended to British North America—if they do not get railroads, cheap literature, the social and intellectual benefits of a uniform and moderate rate of postage—their inferiority will yearly become more marked, and must reflect on British institutions and dominion. It is impossible for them to keep pace with the northern states if they are not advanced by a system of legislation, as favourable as that of the latter to public enterprise and mental developement.

Here is one practical measure within the scope and grasp of the Government; we shall not have laboured in vain if its adoption, at an earlier period, be hastened by this advocacy. Successful or otherwise, we feel that we have done our duty, in submitting a momentous question to public judgement.

SUMMARY OF NEWS.

From the London News of the World Nov. 2.

PROBABILITY OF WAR WITH AMERICA.

In little more than a month from the present time the commencement of the Session of Congress will extract from Mr. Polk a full and authentic statement of the policy of his Government: and the message of the President of the United States has seldom had more momentous topics to deal with, more important doubts to remove, more hidden things to reveal. We are most unwilling to believe that the indiscreet and unmeasured terms which the new President thought fit to employ upon his accession to office on the 14th of March, are to be regarded as serious indications of his policy. If, indeed, they had been so, the continuation of the Oregon negotiation would have been a farce unworthy of the Governments of two great States, and Mr. Maclean wou'd have started upon his mission to this country with instructions very unworthy of his estimable character as a politician and as a man. But we cannot be insensible to the danger of allowing this question to hang over until the commencement of another session of the Legislature of both countries. "The action," as the Americans term it, of popular assemblies is the very worst mode of terminating such a discussion, for it is apt to reduce that responsibility of statesmen upon which the peace of the world and the respect of public rights mainly depend, to a servile compliance with the arrogance and imprudence of an unreflecting crowd. It may be considered certain that no concessions in the Oregon territory which could be made by one party will be accepted by the other, as long as they are offered in the ordinary form of a direct diplomatic bargain; but the actual value of the country is not so great but that terms might be easily hit upon and honourably accepted under the sanction of a third Power. The question, therefore, seem to be narrowed to the alternatives of arbitration or eventual war: and the reluctance of the Americans to submit their claims to arbitration implies a want of confidence in their validity, which certainly does not surprise us, since we are tormented by no such doubts of our own rights; and England is perfectly ready to abide by the impartial judgment of the world. In Congress, the torrent of party will flow unchecked and two questions, arising out of the state of the Oregon territory, and the intervention of France and England in the river Plate, will no doubt provoke an enormous consumption of angry words and bold resolutions. We rest our whole hopes of a compromise on the proposal of arbitration. But, if this be rejected, it signifies very little whether the abrogation of the existing arrangement for the joint occupation of the territory proceeds from this country or from a party in the United States. Under existing circumstances, since emigration has been going on to a considerable extent west of the Rocky Mountains, and the new settlers there carry out all the angry feelings which threaten to embroil their respective countries, the system of joint occupancy is a mere blind for aggression, and, instead of being an admission of a concurrent right, it is a practical denial of one. The position of the Hudson's Bay Company is one of occupation and defence; and unless a line of provisional demarcation can be agreed upon, it is scarcely possible that a collision should long be averted. So lively are the sympathies of the whole American Continent, that it is impossible to capture a gun boat in the Plata without giving a shock to the system which passes along the dorsal nerve of the Isthmus of Darien, and is severely felt at Washington. The native Governments, indeed, may carry on their sanguinary contests as long as they please without exciting any lively emotion amongst their grave northern neighbours; but if the European flags approach the coast of South America on a mission of peace, we are assured by the Washington journals that they will find "an antagonist and a counterpoise in the public sentiment of the United States." Do they mean that the United States are of the Uruguay and closing the provinces of the Plata to foreign trade; or will they not rather be the first to take advantage of the restoration of peace and freedom in that part of the globe? The declaration of Mr. Monroe, in 1823, that the Cabinet of Washington would view, in an unfriendly light any interposition by any European Power for the purpose of oppressing or controlling in any other manner the destiny of the independent states of America, was held at the time by all the European Courts to be an exaggerated and uncalled for assumption; but when such an interposition is required, only to protect such states from foreign oppression and to secure to them the full enjoyment of their independence, the claim of United States to resist such an interference is supremely irrational. Such a pretension can only have been suggested by the fear that the interposition of the European Powers may one day be needed to check their own encroachments on their weaker neighbours.

Lord Bandon is in favour of the admission of Indian Corn duty free, and has expressed his agreement in the views of the Liverpool Chamber of Commerce on the subject.

Sir Robert Peel's attack of the gout in the foot confines him to London, and will delay, it is said, some festivities at Drayton Manor.

The Gloucester Journal mentions two more converts to Catholicism—the Rev. F. Neve, Rector of Poole, and the Rev. Edmund Estcourt, one of the curates of Cirencester. The latter gentleman is nephew of the member for Oxford.

The Paris correspondent of the London Times announces that the great powers were about to insist on the seperation of the Legations from the Government of the Pope, and that they would be added to the dominions of the Grand Duke of Tuscany.

At the Castlebar Repeal Banquet, Dr. M'Hale described the Catholic clergy of Ireland as "umpires between the throne and the people."

Thirty railway speculators have taken "French leave" of their bankers in Vienna; the consequence is a fall in shares and a curtailment of credit.

Another advance of a half-penny on the 4lb. loaf took place on the 28th ult. in different parts of the metropolis: the "top" price, therefore, of "cheap" bread is now 8 1-2d, and of the best wheaten 9 1-2d, and in some places 10d. the 4lb. loaf.

This year the sale of Prince Albert's live stock realised £1,650: last year £1,406.

The Anti-Corn Law League have just opened a Bazaar at Manchester, and during six days they only netted £8,400.

The Lord Provost and Magistrates of Glasgow have memorialised Her Majesty's Government to open the ports for the admission of grain duty free.

FOREIGN.—The announcement of the resignation of the brave old veteran Soult, appears to be based on truth. At his advanced age, repose and retirement would well befit him, so that the old soldier like the Roman in the capitol, should be enabled to adjust his mantle before the closing scene of his eventful career. It is now said that although he will resign the post of Minister of War, he will still nominally retain the Presidency of the Council. The French Telegraph has been busily engaged in transmitting to Paris the state of the war in Algeria. The French forces had left Oran with 5000 men in quest of Add-el-Kader; whether they will take, or overtake him, is another question. He is said to treat his French prisoners well and handsomely—and, in doing so, he sets an example which it would have been to the credit of the French arms had they imitated towards his countrymen.

The news which came to hand by the last Overland Mail possesses little interest, either in a political or a commercial sense. Sir Henry Hardinge was on his way to the Upper Provinces, with an army under his command every way calculated to inflict summary punishment on the treacherous and refractory Sikhs. He will, doubtless, strike a blow the influence of which will be felt through all the arteries of our great Indian empire. The cholera, which the previous accounts represented as violent and fatal, was on the decrease.

The news from Affghanistan is conflicting;—some representing Dost Mahommed as embarrassed in his finances, and unwilling to make war, while others contend that the notorious Ackbar Khan, his son, and Wuzeer, were preparing to move towards the Indus, and to seize Peshawur.

Further details of the horrible crimes of the Ameers of Scinde have come to light, greatly to the disgust of those who upheld them as "innocent and injured princes."

Tranquillity prevails in India. The discussions between the adherents of Sir Charles Napier and his opponents was still carried on with great acrimony, especially on the side of the latter. The affairs at Lahore continue to be as embarrassed as ever. The ravages of the cholera had ceased at that place, but were devastating Peshawur and Cabul.

NEW-ZEALAND.—On the 20th ultimo the Tryphane arrived at Liverpool from New-Zealand, bringing advices from that colony to the 17th of May last. The news contained in the letters and papers by this arrival is somewhat important, as exhibiting the present aspect of affairs in New Zealand. The last advices were to the 3d May, and stated, generally, the fact of an outbreak of the native and the capture of Pomore by Her Majesty's forces. The more recent accounts give details of the further operations, directed principally against a stronghold in the possession of the rebel chief, John Heki, which, however, do not seem to have been successful although serious loss of life is said to be the result to Heki's followers, amounting, by one account, to 200 men killed. On the side of the Colonists the loss is stated at eleven killed and thirty seven wounded. The position of the natives was a very strong one, and very obstinately defended. The British force, consisting of the 58th and 96th Regiments, with seamen and Marines from the Slains Castle, velocity, and Aurora, ultimately retired in good order from the scene of contest. It is doubtful from the accounts, whether the affair will not rather encourage than depress the rebellious followers of Heki, who is still at large. Several of the reports are very contradictory. One of them states that during the absence of the troops, the boats of the Hazard and North Star burnt five villages, and destroyed ten cocoa canoes belonging to John Heki, and sent off four European boats which had been stolen, and, with the canoes, were hauled up amongst the bushes.—After the action the whole of the parties engaged, with the wounded, were embarked and returned to Auckland.

Successful Culture of Turnips.—It is a fact not familiar to most farmers, that when the soil is heavy, newly cleared land is finely adapted to the raising of the common flat turnip; but that after a few years this quality seems to disappear, by the ravages of the turnip fly.

A farmer in the western part of this State entirely obviates this difficulty by a very simple expedient. His farm is a heavy fertile soil, and though well adapted to most farm crops, it appeared to be entirely unfitted to the turnip, like all others of a similar character. The successful mode he adopted is as follows:

After having ploughed and harrowed his ground and reduced it to a fine tilth, he spreads over the surface several inches of old straw, which is suffered to lie a few weeks. Just before sowing time it is burned the surface is harrowed, the seed sown and brushed in. In this way he uniformly obtains the finest crops. He ascribes his success to the destruction of the insect by fire, but whatever may be the cause, the practice is well worthy of trial by all possessing land of a similar character.—*Albany Cultivator.*

WHEAT FLY.—"I should do wrong to pass over the experience of several farmers in the town of Charlemont, cultivators of wheat, in relation to the grain insect. Lucius Ellis and Josiah Lyman have used lime on their wheat with perfect success against the fly. They applied finely powdered slacked lime on the crop just as it was coming into flower, and while it was wet with the dew or rain. Flies had appeared upon the wheat, but their operations were immediately suspended by the application of the lime. They consider the experiment decisive. The experience of Samuel Potter in the immediate neighbourhood corresponds with this. Calvin B. Hawkes, likewise, in Buckland, seperated from Charlemont by Deerfield river, details his success in a similar application.—He applied at the rate of three bushels to an acre; the lime was newly slacked and warm, and was applied when the dew was on. The field appeared quite white. The evening previous to the application he plucked a few heads of wheat and found twenty maggots or worms. The ravages ceased at once upon the application of the lime, and his wheat was saved. The flies, he says, left in a body. This remedy is a most important discovery, and is corroborated by other and strong testimony from different parts of the country."—*Colman's fourth Report.*

Potatoes.—Ezekiel Rich, in the Genesee Farmer, speaking of potatoe culture, says: "It is a maxim with me, founded on both nature and reason, that where there is placed the most manure there is needed the most water. How does it seem, then, I ask, in the name of common sense, to put the manure in the hole, and then by hilling it up, shed off the water from the very place where you caused it to be most needed?"

Of the rot he says:

"With regard to the late disease of the potato in this country, I have made very many and strict inquiries in different parts of the land, and have finally come to the conclusion, that it is an epidemic upon that plant, as sometimes upon the people, not yet accounted for upon any known principles of nature."

To make Colours fast.—If a calico is likely to fade wash it in a gallon of warm water, to which is added a large spoonful of bert's gall; wash it without soap. This will take out spots from bonaparte, bonbazette, &c. It will set any colour, silk, cotton or woollen.

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