...ment. The advocates of the Intercolonial Railway must admit that the distance of the proposed line from the sea coast will be no obstacle to its winter use. The object of the line is to secure a direct communication between the Provinces at all seasons of the year, and this object will be attained by the proposed line. The distance of the line from the sea coast will be no obstacle to its winter use. The object of the line is to secure a direct communication between the Provinces at all seasons of the year, and this object will be attained by the proposed line.

...struction will be to reduce the cost of working equal to that of any railway in this country."

We have always strongly advocated a closer union of the British North American Colonies, and an unrestricted free-trade between them, treating them in this respect as if they were merely so many counties under one government, instead of distinct Provinces, with laws and administrations

...Railway. The advocates of the Intercolonial Railway must admit that the distance of the proposed line from the sea coast will be no obstacle to its winter use. The object of the line is to secure a direct communication between the Provinces at all seasons of the year, and this object will be attained by the proposed line.

...Read what he says:

"In all goods, the traffic of this railway, as soon as the communication is completed through to Halifax, will be very considerably increased by the transit of European goods, and passengers. The distance by rail, from the western districts of Canada above, will exceed those thousand miles per week, which, at present, pass the unfortunately storm-travels by the lake and river navigation; and for nine half year, when these natural highways are closed up with ice, amounting in fact, to a limited amount to much of the United States railways as are accessible, nevertheless sending their productions from those districts as the only channel of traffic; besides this, the immense stock of cattle produced in the agricultural districts of Lower Canada below Quebec, will have easily transit by rail into the United States over the Quebec and Richmond line, where the markets for such products are superior to any now existing within the reach of those districts.

The agricultural produce along the route of the proposed line will form no inconsiderable source of traffic.

The important fact recorded in the next extract will impart encouragement to many of our farmers and settlers who happen to be located near to either of the contemplated lines, and will also induce others to pitch their tents in such desirable proximity:

"The fact of more than three hundred families having settled on unoccupied lands in the vicinity of the line, in the short space of twelve months from the time its locality has been marked out and defined (up to November last, the time of our leaving for England) is the strongest proof which can be adduced of railway communication and its attendant advantages being fully appreciated; all of which cannot fail to produce beneficial results."

THE HUMAN CANNON SENTINEL.—Our much esteemed exchange, the Dublin *Church Sentinel*, we are happy to perceive, is obtaining a large circulation in the North American Provinces. No paper reaches us that we peruse with greater pleasure. Its principles are sound to the core—in religion, they are strictly those of the Reformation, whilst its political views are securely based on the platform of unflinching conservatism. In these days, when we witness the wily machinations of the foreign and domestic jesuit and the destructive and revolutionary tendencies of the modern radical, we recognise the *Sentinel* as an effective bulwark firmly planted in the way of their odious tendencies. Our cotemporary thus describes the wiles of the *Dublin Nation*:

The *Nation*, which has a wide circulation in America, is written at that country. Its object is to foment all those animosities which may originate or exist between the United Kingdom and the United States; to exhibit to American readers, and especially to expatriated Irish Papist in the States, whatever may dispose them to hate England more and more, to think that she is weak and decadent, and to lead to war between the two countries—a war in which Hibernio-American Papists are taught to expect that "they may feel in the ancient grudge they bear us." While such articles do a work on the other side of the Atlantic, they do one no less important in Ireland, originating and nurturing the spirit of rebellion and disloyalty.

FIRES.—On Tuesday night, at about 11 o'clock, a fire broke out in the bakery of Mr. R. Lorimer, Brussel Street, which was extinguished by the fire companies after burning a hole through the roof.

This morning, about 9 o'clock, the house in King, corner of Cross Street, occupied by Messrs. Garrett and Gilmour, as clothing establishments, took fire from a stove-pipe, in the store of the former. The prompt arrival of the engines soon put a stop to it, though the building is considerably damaged.

EUROPEAN AND NORTH AMERICAN RAILWAY.—The Acts of Assembly connected with this project having received the Royal assent on the 28th ult., were officially promulgated in the *Royal Gazette* on Wednesday.

We insert to-day a communication in reply to "A Traveller," which we promised and intended to insert ere this. As it has not been countermanded, we presume it will yet answer the purpose intended.

LIFE AND TIMES OF THE DUKE OF WELLINGTON.—We have received the first number of this strange and eventful history from Mr. Bashford, the agent in the City. John Tallis & Co. are the publishers, contemporaneously in London and New York. It is illustrated with an exquisitely executed engraving of THE IRON DUKE, and another of the "*Last effort and fall of Tippoo Saib.*" This work is by Lieutenant-Colonel Williams, and will doubtless be admirably written, and well deserving of great patronage. Too much cannot be said of so great and so good a man as the late Duke of Wellington—a truly valiant and illustrious soldier—a most faithful subject, and never excelled by any other for sterling patriotism and true devotion to the cause of his country, which now deplores his loss, and will revere his memory for ages yet to come.

UNPRECEDENTED PASSAGE TO AUSTRALIA AND BACK.—The fine clipper-ship Marco Polo, J. N. Forbes, commander, one of Messrs. Jas. Baines and Co's Black Ball Line of Australian Packets, arrived in the Mersey about noon on Sunday, from Melbourne, after one of the most remarkable voyages ever recorded. The Marco Polo sailed from Liverpool on the 4th of July, and made her outward run in sixty-eight days. She sailed from Melbourne on her return on the 11th Oct., arrived off Holyhead (at three p. m. on the 11th inst.) above stated, having, it will be seen, made the voyage in the unprecedented space of seventy-one days—a feat which we may venture to say, has never been performed before, and probably will not be attempted for many years to come. The Marco Polo is a magnificent ship, and has not yet arrived. The Marco Polo, on her outward passage, took out 363 passengers, and had only two deaths of grown-up people, both from natural causes, besides nine children, principally from measles. On the homeward passage she ran 318, 318, and 304 miles during three successive days. She passed Bunker's Island on the 12th October; on the 17th sighted the Falkland Islands; on the 3d November made Cape Horn, and had fine weather; and on the 9th of November passed Staten Island. Dr. North, the ship's surgeon, and surgeon to Queen Victoria, who has made several voyages to Australia, and who was in the same Steamer with the Marco Polo when she made the quickest passage on record (241 miles in 24 hours), says that he never saw a ship behave so well in a gale of wind as the Marco Polo did in the gale she encountered off the Cape of Good Hope. She logged 17 knots for 12 hours, and 16 knots for 24 hours. The Marco Polo was built by Messrs. Steele, of Greenock, and is 1,200 tons. Ben Norris, late of the Black Ball Line, is her chief officer, and Mr. Forbes's N. E. who also commanded the Marco Polo on her last voyage, is her commander. Mr. Forbes is a native of Liverpool, and has been for many years in the Australian trade. He is a thorough seaman, and a most excellent navigator. His passenger in the Marco Polo, when there was a passenger in the Marco Polo, was a gentleman who had