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COLONIZATION RAILWAYS

From the London Railway Record, July 29.

Is there (said Sir William Milesworth) in his Colonization speech of Tuesday night) any mode of bridging over the intervening oceans, so that our colonies may be to the United Kingdom what the backwoods are to the United States? Truly, we reply, yes. Make the colonies attractive to the man of education, as well as to the industrious labourer and mechanic, and at once and forever is bridged over the jealous Atlantic, and Europe joined to America by a link as obvious and more enduring than that by which the "Memnonian King Europe to Asia joined." Colonize, adapt, prepare, in the outset connect existing markets and centres of population by railways, through the instrumentality of organized and combined labour; establish physical, moral, and sanitary means of civilization and progress; and voluntary emigration will know well where and how to adopt and use that bridge of steam which has annihilated distance, and has brought Halifax nearer to Liverpool than, thirty years ago, London was to Edinburgh.

Then, too, would disappear the anomalies and monstrous evils which, at this moment, pervade our Colonial system. Self-government would be willingly accorded by this empire to her distant children, whose education and self-respect had proved capable and worthy of the boon. The 4,000,000 a year which it now costs us to protect colonies to which our exports are but double that amount, would be an altogether unconsidered item in the estimates when it went to protect a trade expanded ten or twenty fold. Even the unfathomable criminality of our penal settlements will vanish after it shall have passed into a minority, and a legitimate proportion of the sexes shall have been established, or shall have established itself, in those regions. * * *

However excellent any proposition may be in itself, it is above all things necessary that its promoters should be of established and undoubted integrity and good faith, and more especially in any scheme which involves the whole happiness and fortune of thousands of our fellow creatures. It is the selfish disregard of that happiness which has not only brought the word Emigration to be considered as synonymous with transportation and misery, but has ruined many capitalists themselves, who have, without due enquiry, embarked their property in ill regulated, ill considered and jobbing enterprises. If the Halifax and Quebec Railway is ever to be constructed, it must, as Lord Ashley observed, be done by the agency of men of leisure, experience, and comparative independence. It is known to our readers, and can hardly be unknown to his Lordship, that the first link of the great chain of railways which shall by-and-by accommodate and develop the resources of the British Imperial possessions in North America, is now in course of active construction; and the names of Earl Fitzwilliam and Lord Ashburton, on the one hand, and, on the other, the fact that humanity of the former noble Lord has already provided for 500 individuals on the works, are sufficient guarantee of the bona fide and practical character of the undertaking. We have just received, from an esteemed correspondent at Halifax, a copy of the preliminary Report of Colonel Simpson, the Government Commissioner on the subject, for Canada, on the projected railway between the ports of Halifax and Quebec, which is full of valuable information, and to which we shall devote a portion of our columns in a succeeding paper.

CHEAPNESS OF FOREIGN RAILROAD IRON.—The price of Railroad Iron, at the places from which the greatest supplies are derived, is a matter of great interest to all who are about to engage in the construction of railroads. This article has been gradually falling its principal producing market—Wales—from its highest point, \$63 down to 24 60 per ton at shipping ports, which is about as low a price as it has ever reached. The Liverpool Times or June 17, remarks that the demand

for British iron for home consumption continues on a very reduced scale, and for many kinds lower prices have been submitted to. The price of freights from the shipping ports in Wales to New York, varies from £2 40 to \$4 80 per ton. Railroad iron cannot long remain at its present low price abroad. It is much more likely to advance than to decline in price.

HARDENING HIDES.—The following patented process for hardening hides, extracted from Examiner Page's Report, will be found to be not a little interesting. The hide is hardened and rendered transparent as horn.

In the first place they are submitted to the sweating operation or the lining, for removing the hair. They are submitted to the action of powerful astringents, such as sulphuric acid, alum or salts of tartar dissolved in water at a high temperature. During the operation of clearing the hides of the oil, they are rubbed, or friction is applied in any convenient way, whereby the hide becomes thickened; and after this process is finished, they are rinsed in warm water and dried.—After being dried they are submitted to the action of boiling linseed, or any other drying oil, and retained in the hot oil until a yellow scum appears on the surface of the hides, when they are withdrawn. If it is desired to impart color to the material, as staining it in imitation of tortoise shell, it is done while in the oil bath, and when removed from the bath it is submitted to pressure in moulds for the formation of various articles, as knife handles, &c. For the article, when it comes hot from the oil bath is very soft and pliable, but when allowed to cool, it becomes hard and susceptible of a high polish.

WASH FOR BUILDINGS.—The following composition is said to be not only protective against fire, but to render brick work impervious to water. Lime in slacked with hot water in a tub to keep in the steam. It is then passed, in a semi-fluid state, through a fine sieve. Take six quarts of this fine lime, and one quart of clean rock salt for each gallon of water, the salt to be dissolved by boiling, and the impurities to be skimmed off. To five gallons of this mixture of salt and lime, add one pound of alum, half a pound of copperas, three-fourths of a pound of potash added gradually, four quarts of fine sand, or hard wood ashes, and coloring matter to suit the intended purpose. It is applied with a brush. It looks as well as paint, and is as lasting as slate.

School Examination.—Paul Parsnips come up and say your exercise. Where is Greece.

At the tallow chandlers, sir. They gave mother four pence a pound for it.

Who was the last of the Mohicans.

General Washington, sir.

Who assisted Solomon in building the temple.

Hiram Powers, sir.

What are the cardinal virtues.

Wearing a red hat, eating macaroni, and signing the Pipe's letters.

Who killed Tacumseh.

Washington Irving.

That's a good boy; now you may go and swing the gals.—Uncle Sam.

A COLD WELL.—A letter was lately read before the Natural History Department of the Brooklyn Institute, describing a singular phenomenon connected with what is called "the deep well," near the village of Owego, N. Y. It is seventy-seven feet deep to the surface of the water and was excavated twenty five years ago. Two years after it was dug, the water became frozen in the winter, and it has been frozen every severe winter since. Two years ago a lump of ice was drawn out of the well in July. In the month of June last there was only two feet of water, and its temperature was 40°.

TURNEPS AS POTATOES.—Boussingault, in his work on Rural Economy, tells us in his "Elements of Crops," that the Turnep is the most watery root he has examined, and that by desiccation he found out of one hundred parts of fresh turnep, ninety-two and a

half parts were water; whilst by a similar process he found that from one hundred parts of fresh potato only 76 parts were water. The elementary constituents of the two kinds of vegetables were very similar; according to these analyses of Boussingault's you will perceive that, weight for weight, the "raw" potato exceeds more than three times the nutritious properties of the turnep—or, in plain figures, 3.2 times.

Great Storm and Destruction of Property.—The New Brunswicker of the 22d inst., says:—On Friday last, we experienced a very heavy storm of rain, which, in the evening, was accompanied by a strong gale of wind from the North-East. The wind continued to blow with great violence until Saturday night. We have heard of no extensive damage having been sustained in this city or vicinity, but learn that in some sections of the Province the destruction of property has been very great, particularly between this and the Bend of Petitcodiac. The effects of the storm will be a serious loss to many of the Farmers, who had their hay still remaining out, particularly on the Marshes between Hampton and the Valley, which were completely flooded, and where there are hundreds of tons of Hay lost. The River Petitcodiac had risen higher on Saturday last, than had been remembered for many years, and considerable quantities of timber were drifting down the current. Many of the smaller bridges between Hampton and the Bend were so damaged by the streams as to render them impossible for a few days, until necessary repairs can be made.

CHEMISTRY AND AGRICULTURE.—Within the last year or two, we have seen frequent notices of the investigations of KEHLMAN, of Paris, in relation to the connexion of chemistry with agriculture. A volume has lately been published embracing the results of his researches on the subject. This we have not seen, but from a review of the work which we find in the Scottish Quarterly Journal of Agriculture, we learn that the leading object of the author was to ascertain facts in regard to the operation of substances used as manures. For this purpose he instituted a series of experiments with many different articles. The trials appear to have been fairly conducted, and with a sole view to the elicitation of truth. Some of the conclusions to which his results have tended are as follows:

That the value of manures may be ascertained by the quantity of azote or ammonia they contain: that the phosphates did not produce the same invigorating or stimulating effect as the azotised manures, though their action was more lasting than the latter: that there seems to be a limit to the beneficial action of ammonia, as a superabundant application actually decreases the produce.

The reviewer observed:—"Unlike many agricultural writers of the day, Kuhlman has drawn all his conclusions from experiment; he has not, like them, commenced with his theory, and twisted all his results to make them agree with the preconceived opinion. On the contrary the experiments are fairly tried; and the deductions so modestly drawn, that every reader must feel himself compelled to agree with them, notwithstanding they differ from the expressed opinion, that plants derive all their azote from the air. Against this opinion we may place the conclusion at which Kuhlman has arrived, from careful and laborious experiments, namely,—That if the air can supply sufficient azote for vegetation, we can double that vegetation by the addition of azote to the soil."

The Hon. Messrs LaFontaine and Sullivan, have left Montreal for Washington. The *Minerve* states that the object of their visit is to come to an understanding with the American authorities upon certain points relative to free trade between Canada and the United States.

Mowing Bushes, if any are to be mowed, is a business that should be done in August.