The Chronicle.

Saint John, N. B., Nov. 21, 1856.

ARRIVAL OF THE "NIAGARA."

The Niagara from Liverpool arrived at Halifax at 12 o'clock on Wednesday night.

The Washington sailed from Southampton on the 5th,

The Persia arrived at Liverpool on the 7th, the passage being called nine days and 7 hours, mean time.

BRITAIN.

Lord Palmerston delivered an address on Education before a large assembly in the Free Trade Hall, Manchester; also made two speeches in defence of his foreign policy. He next went to to Liverpool where, in an address to him by the President of the Chamber of Commerce, the following passage occurred—"It would not be doing justice to the Commercial Community of Liverpool, were no mention made of that question which most deeply affects it—the late difficulties or threatened difference between this Country and the United States. There is, my lord, but one expression of feeling amongst us as to the manner in which your Lordship and Her Majesty's advisers disposed of that which threatened at one time to be a question that might involve us in a dispute with America. We feel that by that mode in which your Lordship and Her Majesty's advisers settled that question you not only consulted the dignity of this Country, but in spirit and in fact satisfied the interests concerned. My Lord, for that we feel deeply indebted to your Lordship and to Her Majesty's Government."

To this Lord Palmerston replied with considerable embarrassment of manner. "I was sure Gentlemen that the policy which we recently adopted in our differences with the United States must meet with your approbation, we felt that on the one hand it was necessary to maintain the dignity of the country, that it was necessary not to show that even the calamities of war with those neighbouring races would be encountered if there was a necessity for it upon adequate ground; we felt that while it was necessary, to show this, we ought to waive all minor and party considerations, that we ought not to take advantage of circumstances which might perhaps justify the expression of angry feelings, that it was more to look to what we believed to be the friendly feelings of the great mass of the people of the United States than to take to much notice of circumstances in a narrower sphere, that might perhaps have justified feelings of irritation. The result I think has fully borne out the wisdom of that course, I am sure that in proportion as your prosperity increases and in proportion as your enterprise is developed, in the same proportion we look to cementing permanently those ties of friendship and good will which exist and ought to be perpetuated between the people of the two shores of the Atlantic.

In Palmerston's speech at Manchester he used the following expression which has been the subject of much remark:—"I hope peace will be lasting, but its endurance must depend on the fidelity with which its conditions are fulfilled; if that power which provoked hostility faithfully carried out the treaty then no doubt peace will be long preserved."

On the 6th the Directors of the Bank of England held a protracted sitting, in the course of which they considered the expediency of making a further change in the rates of discount, with a view to improve the exchanges and to arrest the continued outflow of gold from the Continent.

The withdrawal of a considerable amount during the last few days and the certainty that the demand must continue unless it be interrupted by large arrivals from Australia, are understood to have engaged the attention of the Court, and the resolution not to make any change for the present was arrived at by a majority of only one.

The condition of the Bank of France shows no improvement.

Admiral Dundas was still at Malta.

Cape of Good Hope advices Oct. 3d, says that fears of a Caffre war are passing away.

The British Government advertises at Lloyd's for a ship to convey some hundred emigrants to Nova Scotia, it being intended to grant free passages to laborers and their families to that Colony.

FRANCE.

The weekly event is a semi official editorial in the "Constitutional" on the question at issue between the French and English Governments. This article says that "the presence of the naval squadron of England in the Black Sea and of the Austrian troops in the Principalities, are henceforth only an arbitrary and violent means of preventing a solution of the difference which Russia has been the first to propose in offering to submit the question to its natural judges; is it desired rather to have recourse to arms; is war again designed; does the English Ministry itch to enter again upon hostilities without France; not certainly to assure the execution of the treaty of Paris, but imprudently to rend it in pieces in the face of the world with the object of satisfying an ambition that had been for the moment disguised? We repeat that it now depends on Cabinets of London and Vienna to put an end to the pending disputes and to terminate the anxieties to which the present situation gives rise. Let them consent to the re-assembling of the Plenipotentiaries without making arbitrary and inadmissible exclusion, a condition—exclusion which would completely change the character and be an additional breach of the treaties; let us add that if a peaceful solution is desired this is the only proposal for that purpose which can decently be made."

Doubtful rumours in Paris state that the French fleet was about to proceed to the Black Sea. This is uncertain; the fleet however may leave Toulon, but not go as far as the Black Sea.

SPAIN.

The *Espana*, ministerial paper, decries the Anglo French Alliance, and recommends an alliance of Spain with the Northern powers.

It was rumoured that the negociations about to be entered into with the Holy See would be conducted in a friendly spirit. The law of the press, requiring a heavy deposit of surety money from editors is to be established.

ITALY.

Nothing definite respecting Neapolitan difficulties. Paris *Patrie* says the difficulties are on the point of entering on a new phase, although it is said the King of Naples has ordered his representatives in England to demand their passports so soon as informed of the return of Baron B. Renier and Mr. Petre. A manifesto from the Neapolitan Government is daily expected, and if such document be not of a conciliatory nature, the Neapolitan envoys will take their passports.

The Austrians are withdrawing their troops from several towns in the Papal Legation, and are making preparations for an overwhelming display of military force in Lombardy and on the frontier.

Bologna and Ancona are held by the Austrians.

AUSTRIA.

The Commission on the navigation of the Danube is about to re-assemble at Vienna. Turkey will send representatives.

GERMANY.

The Committee appointed to consider the affairs of Neufchatel recommend the Diet to require the immediate release of the Prussian officers now imprisoned by the Swiss Republic.

☞ The largest Panorama ever exhibited in England, painted by Mr. Burford, is open this week. It consists of the great Panorama of the Russian war, executed by Leach, of London, Artist to the Queen, and embraces the victories of the Allies gained in the Crimea from the commencement of the war to the fall of Sebastopol. We hear that Capt. Parker, of the Steamer Lady Head, will give the Mechanics Institute a private exhibition of the Panorama this week, before it is exhibited to the public. We commend the enterprise.

TRAM ROADS FOR NEW BRUNSWICK.

There never was a time in the history of New Brunswick when the above subject deserved so deliberate a consideration, and there never was a time when Tram Roads could be so beneficially used as at the present time. It may not be generally known to our readers that the Tram Road has been to railroads what alchemy was to chemistry. It has been the harbinger of the great *modern miracle*, the pioneer of rapid and cheap transit, and although the question is only now being mooted in this Province, it has been known and in successful operation in England for the last two centuries. Scarcely a Cornish mine or a Newcastle coal-pit can be found without its *Trams*, on which the produce is conveyed to the place of shipment. We say there never was a time when *Trams* could be made so generally useful in this Province as at this time, in as much as they could, in all directions, where either minerals or timber abound, and are now, from want of roads, and being too far from water conveyance, quite unavailable, be most successfully used; by connecting them with the great arterial railroad that, at no distant date, must stretch its iron arms from the Atlantic to the St. Lawrence through the heart of this teeming Province. The great difficulty under which our lumberers labor at the present day, is the expense of hauling from the interior to suitable places for rafting, a distance not unfrequently of four or five miles, and even as this distance from the timber has become scarcer, but when we take into consideration the rapidity and cheapness of railroad transit, and the facilities our people possess for constructing Tram Roads in connection with the great Trunk, of having the material for nothing, we see a new and incalculable cloud of advantages dawning upon this, hitherto, non progressive country; and it is not alone to the easy and cheap modes of conveyance of our staple resources that this benefit is confined, but it extends to the transmission of agricultural productions to market, and also, the equally cheap transmission of manures, &c. to our agricultural districts. But as this subject has been ably handled by a writer in the *Head Quarters*, and data all beyond what we could offer, we feel pleasure in calling public attention to his remarks, and which we here transcribe:—

Mr. Cross Hill, of Beverley, in Yorkshire, England, the eminent agricultural machinist, has published estimates of the expenses of tram roads in England. These ways being of wood, are, consequently, be higher there than in this province where the material is ready at hand, and labor is had for little more than the cutting. His portable tram-railway was first brought publicly forward at the Royal Agricultural Society's meeting at York, 1848, and, we understand, is now in use upon the light and heavy lawns of England, the peat bogs of Ireland, and the moss lands of Scotland. Some cheap thing of the sort might surely prove useful in New Brunswick. In fact, Mr. Crosskill, in the *Inglewood* newspaper, respectfully submits that railways not only to the British, but to the colonies, public and authoritive. He says, he will undertake to lay permanent rails, with wood sleepers, fitted three feet in gauge, including all materials and labour, except carriage and one man's travelling expenses, at five shillings per yard, for a permanent railway to carry forty tons at a time, and be it remembered, is in the old country, where materials are so high, compared with our own province; and for four ton loads he engages to lay down miles of single railway for 7s. 8d. per yard. And he estimates the profit, in point of labour-saving and horse-feed alone, in this fashion: "He says he, 'one horse costs 12s. per week, and by the use of the permanent rail, works only five tracks at one time, it is equal to the work of eight horses on the common road, or the sum of £4 16s. per week, leaving a profit of £4 4s. per week, and saving the outlay of £100 to £150 of capital, as well as four or five cutting men.' But though this estimate applies to things there in the old country, and under limited circumstances, the advantages and profits would be equally, if not more considerable to individuals of such a district, as we propose.

These tram roads, too, it would appear, would also be a permanent saving to the Provincial Treasury, for there would be a saving in formation and repairs of ordinary roads. 'The cost,' says he, 'of a common road, nine feet wide, to carry, in moderate seasons, two ton loads, is not less than 7s. per yard in length, and to keep it in repairs, one penny per yard yearly. The permanent railways for road ways, is from 5s. to 7s. 8d. per yard, and one half-penny per yard in length yearly, would do the repairs permanently.' So that even without enquiring the exact parallel between such works as this here and in the old country, it is highly probable, that tram-ways would be not only a benefit and advantage, but a saving in expense of time and money.

These facts are submitted for discussion and consideration. Anything intended for the benefit of a community, and feasible, demands the public attention of that community.

—ONE AT STANLEY.

THE PRESIDENTIAL ELECTION.—We have decisive returns from all the States except California which show that Buchanan is elected by twenty-one more votes than were required. The whole number of electoral votes in the United States is 296; necessary to a choice 149. The returns show 176 for Buchanan, 114 for Fremont, and 8 for Fillmore.——President Buchanan is a bachelor, but it is rumoured in the United States that he will shortly be united in marriage to the widow of the late President Polk.

The Philadelphia *North American* gives the following important intelligence from England:—

Private letters received in this city from the Hon. Mr. Dallas, United States' Minister to the Court of St. James, by his confidential friends, convey the important intelligence that he has succeeded in negociating a treaty between the United States and England, which covers and settles all the points in dispute between the two countries. It has been the earnest desire of President Pierce and Secretary Marcy to accomplish this difficult task before retiring from office, so that all possible trouble might be smoothed away for the incoming Administration. The instructions given to Mr. Dallas when he entered upon his mission, have been zealously acted up to by him, and the result has been most happy, as above noted.

Our multiform engagements prevented us from attending the Tea Soiree of Wellington Division, held at their new Hall, French Village. We are glad to learn, however, that it was a spirited affair and fully up to those rising times of continual Temperance victory. Doctors T. Dow and Taylor were among the speakers—a subject to many of whom, with whose presence, a meeting cannot fail to be enlivening and profitable.—*Temperance Pioneer.*

The cause of Temperance was never in a more healthy state than it appears at present. The theatre of the Summer has gone—and the Division Rooms are becoming favorite and fashionable and instructive places of resort. New halls are being opened throughout the Province—Tea Soirees, Lectures and public demonstrations are announced on every hand.—*Ib.*

At the Common Council on Wednesday last a Petition was presented, praying that a Deputy Harbour Master be appointed, and that Mr. D. Hazlett be the man. As we understand it, the Citizens are already subject to persons for performing that duty, and really we are at a loss to discover why another should be created for a third, unless the fees thereof are intended for gratuities to be borne.

The *London Gazette* announces that the widows of Admirals Corry and Boxer, Major General Pelham Clinton and Adams, and Brigadier Generals Tylden and Fox Strangways, shall enjoy the titles and precedence they would have had supposing their husbands had survived to be decorated Knight Commanders of the Bath.

The distance from Liverpool to New York. I obtain my figures from Mr. Wyld, of Charing-cross. He computes it to be 2,950 geographical miles from Liverpool to Quebec, 2,502 miles, via the straits of Belle Isle. It, therefore, the Persia, or other vessel, makes the voyage to New York in ten days, it follows that the same vessel would have run to Quebec in eight days and a-half; and as the distance from Quebec to New York by railroad, is 402 miles, or nineteen hours, at the rate of forty miles an hour, it is evident that the mails by the steamer to Quebec would be in New York nineteen hours earlier, than if the Persia or other steamer had gone direct from Liverpool to New York.

The nearest eastern American port to Great Britain, under the present mail contract, is [illegible] miles from Liverpool. Suppose such a vessel as the Persia, able to make the voyage in nine and a-half days, Quebec could be reached by the [illegible] in eight days and nineteen hours, and with fourteen and a-half hours to pass over 430 miles of railroad from Quebec, it is clear that the mails, on a [illegible] point, could be delivered in [illegible] time than by steamer [illegible] Boston.

[illegible] English miles distant from [illegible], or three days and four [illegible] hours from Liverpool. [illegible] and Cairo, as distant from New Orleans, or three days and [illegible] hours, added to the time of [illegible] Quebec, makes eleven days and [illegible] hours, or a saving, in time, of transmission of mails from Liverpool to New Orleans of [illegible] days. The same remark is to stand to the west, New York is distant by railroad to Detroit, across [illegible], 500 miles, the ocean voyage to New York ten days, the saving in time would be [illegible] seven hours and a-quarter. This difference will be greater when the railroad, which is now in course of construction, to Port Perolle, will be completed to a point below Quebec of 150 miles.

[illegible] the completion of her railroads, Canada could not continue receiving the nearest ocean port to Britain and could not demand from the British Government any change of the contract for ocean mail service to America. Now the circumstances are changed, and the Canadian public and press will be deemed right in demanding of the Government on this side, rather that the subsidy for mail steamers to America be entirely withdrawn, leaving Canada to contend with the United States only on the ground of necessity to subsidize a line of steamers between Boston and New York for the mail service of United States' commerce, then, it is only fair and just, that an equal amount should be granted by the British Government for ocean mail service to British North America; by which means the subsidy would be so distributed as not only to have a weekly line of steamers to Quebec during the navigation, and to Portland in winter, but also to have a line of steamers to Halifax and St. John, as heretofore, but on a line could be established to call direct from England touching at the port nearest to America for mails for Saint John's, Newfoundland, thence to Halifax, in Nova Scotia, with a branch line to Prince Edward Island, and thence to St. John, New Brunswick, and Portland. It would then remain matter of arrangement among the several provinces, to what extent they themselves would contribute a sufficient amount to have either a weekly or a fortnightly line.

Surely some alteration of the arrangements for ocean mail service to North America is required. It is materially unjust to the British Provinces generally, and particularly unfair to having things remain as at present. To the Canadian, it is a matter of the most vital importance. They have invested upwards of £10,000,000 stg. in canals, railroads, &c., upon the value of which (as, I think, I have already shown) the subsidy as now given for the ocean mail service to North America, has a direct bearing. The Canadians ask for nothing which will not promote the general and commercial interests of this country—they have difficulties of some magnitude to surmount in connection with their American neighbours; but they are in no way afraid, nor shrink from the contest. All they ask is fair play, and that the mother country, in her arrangements for the Imperial Postal service, shall inflict no injury, if it is not in her power to afford her assistance.

JOHN YOUNG, late Chief Commissioner of Public Works in Canada, and at the present, M. P. P. for the City of Montreal.

London, British Hotel, Sept. 16.

INTERESTING TO SHIPBUILDERS.

Continued from the Report of the Jury of the Paris Exposition, 1855.

DR. BOUCHERIE'S PATENT PROCESS FOR PRESERVING WOOD FROM DECAY.—This patent is for an important improvement in the process of pating timber, so as to preserve it from decay.

It is the invention of the eminent French chemist, Dr. Boucherie, who has devoted nearly twenty years to bringing it to perfection.

The system of Dr. Boucherie accomplishes two objects; first, that of expelling the sap; and, secondly, filling the pores of the timber with a preservative solution.

The manner in which this is effected is by applying the preserving fluid under pressure, so as to cause it to pass longitudinally along the fibres. The preserving fluid thus forces the sap out before it and occupies its place.

The advantages which would result from expelling the sap, and replacing it with an antiseptic fluid, have been long known, and the idea of effecting it by applying the fluid under pressure at the end of a piece of timber is not new, having been suggested and patented many years ago by Mr. Bethell. But the means used did not accomplish the object in such a manner as to admit of its commercial application.

Hence the many expensive means of executing it from adopted—where the timber is totally immersed in the oil under pressure which does not admit the sap to escape.

Dr. Boucherie's process has been attended with [illegible] success. The apparatus employed is of a very [illegible] character, and may be erected in a few days; it is capable of application on the most extensive scale; and it is in fact, very extensively employed at this time in preparing sleepers and telegraph posts for the French railways.

When the timber is under operation, the sap [illegible] from the ends in a clear stream, showing the amazing quantity of this fluid which is contained, and forcing the tubular structure of the wood in the most striking manner; in fact, the preserving fluid will traverse a tree, [illegible] when [illegible] then is [illegible] of the wood is [illegible] by a microscope.

[illegible] Other [illegible] have [illegible] experiments of [illegible] in Scotland, [illegible] similar views.

[illegible] A terrible [illegible] over the Canadian [illegible] and along the St. Lawrence [illegible] causing great [illegible]