British News.

Extracts from English Papers by last Mail.

The account of the quarter's Revenue, made up to the 10th instant, which has been published from documents furnished by the Treasury, has excited a good deal of notice in the monetary circles; it shows a net decrease on the quarter of £560,973 compared with the corresponding quarter of 1844, and a decrease on the entire year of £234,739. The Revenue has received in the past quarter the sum of £450,000, part of the Chinese silver, remitted on account of the ransom, otherwise the deficiency would exceeded a million. This result has taken the monetary circle quite by surprise, and the best informed confess they were not prepared for such a result. It is the more surprising when it is recollected that this has been a year of extraordinary bustle and activity, the consumption of all revenue-paying articles has been augmented to an extent of which we have hardly any similar example; our imports as well as our exports, have been prodigiously increased, and the bulk of the working classes can now command treble the amount of necessaries and luxuries which was not within their reach twelve months ago. The journalists attempt to account for this ugly result in various ways, the ministerial papers remind us that taxes to the extent of £3,500,000 have been taken off in the Customs and Excise, of more than £2,000,000 in the Customs alone. The corresponding quarter of last year was also swelled by large payments of duty on Foreign Corn, and the *Herald* intimates that we may still look for revenue from the same source, which is not improbable. The *Chronicle* forbodes that the Revenue, as in 1825 and 1835, has reached its culminating point, and that we may look for an ebb of prosperity.

The Bank of England has at last made an advance in the rate of discount, increasing the minimum rate to 3 per cent. This step has been justified by the higher rate of interest which have for some time past prevailed all over the Continent, and which would immediately have had the effect of inundating the country with Foreign bills for discount, and increase the drain for bullion, which has evidently commenced, and which the demand for Foreign Grain to supply the deficiency in the Potatoe crop will tend to continue. It will no doubt, also check the growing disposition to send gold abroad to be invested in Foreign Railways, and at the same time profitably check some of the wild speculations in Railway schemes with which our own country has been for sometime so rife. The immediate effect upon Consols has been to cause a decline from 98 1-2 to 97 1-4 1-2, and in the Share market there is rather a feverish anxiety to sell manifested, and prices generally have given way.

In all probability the parliamentary contests at a general election will not take place on the present list of voters, as according to the best data now to be relied on, there will be no general election until 1847.

Sunday School Society for Ireland.—A sermon will be preached on Sunday morning next in St. Anne's Church, Algburth, on behalf of this excellent society, by the Rev. Dr. Drew, of Belfast. The society has at present in connection with it 2,067 schools, containing 246,788 scholars, and 23,408 gratuitous teachers.

Death from excessive Joy.—John F. Carter, a native of Staffordshire, who had been educated at Mr. Barrow's school, at Roby, who had been at America for six weeks, returned to this country on Friday fortnight. On the following day he went to visit his old master, and had not been in the house more than half an hour when he died. The opinion of the surgeon was, that death had been occasioned by excessive joy.

Dock Committee, Thursday.—The Harbor-Master reported satisfactorily as to the working of the berth, at the Salthouse Dock, for vessels in the Lisbon trade, and also those at the Canning Dock for the Glasgow trade; and recommended that the plan be continued as at present. Owing to a complaint as to the difficulty and inconvenience of landing timber at the Brunswick quay, arising from parties not attending to the regulations, it was directed that for the present, until some more efficient plan could be devised, the Superintendent and Harbor-master should restrain those discharging timber within proper limits; and in case of non-compliance with the regulations the fines should be enforced.—*Liv. paper.*

Potatoes and turnips are in general a good crop, although the former has suffered much from the rot and the frost, and both have been injured by the wet weather, even where the floods have not reached them.—*Preston Chronicle.*

A man named Brooks is now in custody at Bath on a charge of having married no less than five wives, his first being still alive, as well as the second and fourth.

There is some talk of the conversion of Bristol into a free port, the Corporation purchasing the docks and harbour, and laying a borough rate for their support.

Right of Peers to Vote at Elections, The revising barristers, at the East Surry registration at Croydon, decided this question the other day in the negative.

M. Thiers arrived at Southampton on Thursday evening from Giberalter in the Queen. The wine crop has failed in the Douro.

Present to Prince Albert.—A few days ago, a miner named Jones, residing at Gwerny mines, sent a dozen walking sticks as a present to Prince Albert, and on Sunday a note from his Royal Highness acknowleding the present was received enclosing, a £5 note.

Death from Smoaking, A few days ago Mr. C. Sewell, chemist, Lincolnshire, died from the effects of an inveterate habit of smoaking cigars. He frequently consumed thirty a day, which had brought on so great a dibility, that he died from the rupture of a small blood vessel.

Agricultural Laborers for North America—On Saturday week the Toronto, 700 tons burden, sailed from the St. Katherine's Docks, London, having on board 60 steerage passengers, all agricultural laborers, from the counties of Bedford, Buckingham, and Oxford. On board the same vessel the collection of wild beasts belonging to Van Amburgh proceeded on their voyage to New York.

Most disastrous accounts have been received from the coast of Africa relative to the prevalence of fever at certain parts of the station, and on board numerous vessels, by which vast numbers of the crews have been swept off. In one case 70 are reported to have fallen victims on board one vessel, out of a complement of 130.

The Cork Constitution contains several letters in reference to the potatoe disease in that nighborhood, stating that it is more extensive than was supposed, and that every day discloses new cases. It is said that persons have been appointed by government to enquire and report on the subject.

Railway Deposits.—The city article of the Morning Herald, in noticing the effects which may be produced by the payment of the railway deposits to the Accountant General, has the following remarks. On the average of 25 years, from the commencement of the French revolutionary war, the loans made to Government amounted to £25,000,000 per annum, exclusive of the war taxes, which could not be rated at less than £15,000,000 more, making a total of £40,000,000. This was a display of national resources applied generally in an unproductive manner, without a parellel in the history of society, and so far from it producing an abstraction of capital from the ordinary pursuits of industry, material improvement went *pari passu* on a ratio never witnessed before in any age or country. The question therefore, may be put and answered in this way:—If the profits on the capital of the country admitted of an annual abstraction of £40,000,000 from the year 1792 to the peace with the United States, without encroaching on the means of reproduction, how much can now be annually spared for objects which in their very nature involve the principle of reproduction on a certain ratio, short as it may be of the estimate of the projectors? That the aggregate capital of the country has materially increased during the last thirty years is a self-evident proposition, proved to demonstration by the comparison of the property and income-tax of the two periods, leniently as it may have been levied in the latter of the periods, and we therefore conclude that there is no reason to doubt but an expenditure of £30,000,000 to £40,000,000 per annum may be made on railways, without leading to any serious derangement, all other matters remaining the same.

A New City.—The following animated description of one of the last wonders of our day, the new city now rising at Birkenhead, near Liverpool, is from the pen of a noble diplomatist, and will be read with interest:—"I have made a very agreeable trip to Birkenhead, which is a place rising, as if by enchantment, out of the desert, and bidding fair to rival, if not eclipse, the glories of Liverpool. Seven years ago there were not three houses on that side of the Mersey—there are now above 20,000 inhabitants; and on the spot where Sir W. Stanley's hounds killed a fox in the open field, now stands a square larger than Belgrave-square, every house of which is occupied. At Liverpool there are now ten acres of docks, the charges for which are enormous; at Birkenhead there will be forty-seven acres, with rates two-thirds lower, which will gradually diminish until (supposing trade to be prosperous) they will almost disappear, and the docks become the property of the public at the end of thirty years. It would have been worth the trouble of the journey to make acquaintance with the projector and soul of this gigantic enterprise, a certain Mr. Jackson. With his desire to create a great commercial emporium, proceeds *pari passu*, that of improving and elevating the condition of the labouring classes there, and before his docks are even excavated, he is building houses for 300 families of workpeople, each of which is to have three rooms and necessary conveniences, to be free of all taxes, and plentifully supplied with water and gas, for 2s. 6d. a week for each family. These houses adjoin the warehouses and docks, where the people are to be employed, and thence to run a railroad to the sea, and every man liking to bathe, will be conveyed there for a penny. There are to be wash-houses, where a woman will be able to wash the linen of her family for 2d; and 180 acres have been devoted to a park, which Paxton has laid out, and nothing at Chatsworth can be more beautiful. At least 20,000 people were congregated there last Sunday, all decently dressed, orderly, and enjoying themselves. Chapels, and churches, and schools, for every sect and denomination, abound. Jackson says he is sure he shall create as vigorous a public opinion against the public house as is to be found in the higher classes. There are now 3000 workmen on the docks and buildings, and he is about to take on 2000 more. Turn which way you will, you see only the most judicious application of capital, skill, and experience—everything good adopted, everything bad eschewed from all other places, and as there is no other country in the world, I am sure, that could exhibit such a sight as this nascent establishment, where the best interests of commerce and philanthropy are so felicitously interwoven. I really felt an additional pride at being an Englishman."—[The writer of this tribute to Birkhnhead, "the City of the Future," is Lord Clarendon, formerly our Ambassador in Madrid.]

London Newspapers.—Such is the influx of advertisements of railways, that the press, even assisted by steam power, can hardly keep pace with it. The Morning Herald has, on more than one occasion, printed three whole sheets as one publication. The Times has constantly two sheets. The papers devoted exclusively to railways subjects are publishing twice a week instead of once, and most of them have *two* supplements to each publication; when it is remembered that the price of a column of advertisement matter in a London Morning Paper is about £10, the profits which the proprietors are deriving from the railway mania is an important consideration.

Bank of England.—The long-expected notice has been issued from the Bank of England, raising the rate of interest. It is as follows:—"Bank of England, Oct. 16, 1845." At the Court of Directors, held this day, it was resolved that the minimum rate of interest on London bills and notes, discounted at the Bank of England, be £3 per cent., such bills and notes not having more than 95 days to run.

Scarcity of Labourers.—The papers published in the agricultural districts state that it is becoming difficult to obtain labourers, in consequence of the drain by the railways; and some of them express fears that when the construction of the lines to be proceeded with next year is commenced, there will be a quantity of labour withdrawn from the agricultural districts sufficient to interfere materally with the produce of the land.

The Iron Trade.—Messrs. Short and Mahony, in their usual circular, give us this week a return of all the exports of British iron from the United Kingdom since 1835—in that year the quantity of bar-iron exported was 94,384 tons, and pig 33,073 tons; while, in 1844, the quantity of bar-iron was 230,935 tons, and pig 99,962 tons, or very nearly triple the amount in ten years. The total quantity of iron exported, consisting of bars, bolts and rods, pigs, casts, wire, anchors, &c., hoops, nails, sundries, unwrought steel, hardware, and cutlery, was, in 1835, 218,608 tons; in 1843, 460,184 tons; and in 1844, 473,023 tons. During the intermediate years a steady increase is exhibited, and it is evident that the highest prices occur in those years which witness the greatest demand.

The Reformation in Germany.—The following is an extract of a letter, dated Konigsburg, 28th Sept.:—"The head of the German Catholic congregation here was called before the police a few days ago, and informed that a ministerial ordinance had been passed, by which the religious acts of the new Catholics would be null if they were not performed by Protestant pastors. The new Catholic church will be allowed the free exercise of its religion as a tolerated religion, but its religious acts will be only considered as private acts if the clergymen of another church do not sanction them. The chief of the new Catholics said that he would recommend to his congregation that they should observe the ordinance, but said that he could not guarantee their doing so."

Singular Phenomenon.—A gentleman, residing at Bootle, observed, a few evenings ago, when walking in his garden, a remarkably luminous appearance on the gravel walks, wherever he placed his foot. The light was evidently of a phosphoric character, and similar in intensity to that emitted by the glow-worm. On gathering up a portion of the gravel, the hands and fingers became covered with the phosphoric rays; and some of the gravel being placed on paper, and carried into the house, retained the same appearance for a considerable length of time. The substance of which the walks are formed is a French burrstone.

Potatoe Trade.—Several cargoes of potatoes have already been shipped for Holland and London. The produce, we understand, averaged from 50 to 70 bolls per acre; in some instances it reached 80 bolls. The crops already raised, however are among the best in this quarter. Farmers are still standing out for high prices, and among others we hear that £30 per acre was refused for two fields of 70 acres in the Stormont. Prices per boll, for shipping, at the steelyards here yesterday were from 10s to 11s.—*Perthshire Courier.*

Strange Court Custom.—In 1767, at Florence, all the gentlemen at Court curtsied to the Grand Duke and the Grand Duchess. Foreigners only were permitted to bow, they being supposed to know no better. We learn also, from a review of the French Ambassador's work on the Fronde, in the Church of England Quarterly, that the French judges used to salute one another by curtsying.

Hungerford Suspension Bridge was sold on Friday for £226,000, thus yielding £62 10s. for each share of £25.

The sharebrokers of Leicester have converted the theatre into a railway exchange.

Mr. Alfred Tennyson, the author of "Locksley Hall," the "May Queen," and some other beautiful poems, which stamp him one of the first poets of the age, has just received a pension of £200 per annum from her Majesty.

Mr. Hudson, it is said, has originated a scheme for the establishment of a harbour and docks at Scarborough, to facilitate the communication with the Baltic.

At a sale of stock at Castle Howard last week one cow fetched £180, and her calf £62.

The commissioners for lighting the town of Stamford are trying the experiment of burning naptha instead of gas in the street lamps in that town. They have been induced to do so by the high rate at which gas is charged to them.

We have now advanced to near the middle of the third month of our harvest in England. and there is still a good deal of grain in the fields unsecured, and an unusual quantity for the season uncut, north of the Humber. The weather has been very unsettled for the last fortnight; we have scarcely had two successive fair days; very little corn has been carried during that time, and that which has been stacked will prove when it comes to be thrashed, in a damp state, unless kept till the March winds have wisked through it. The season has, however, not been damaging; frequent brisk winds and the cold air have prevented the process of sprouting, and we still think that not much harm has been done to the grain since it passed through the hands of the reapers. As to the aggregate of the harvest, we adhear to the opinion we have already expressed, namely, that taking the average produce of the year at 20,600,000 quarters of wheat, last year's produce would yield 21,000,000, while this year's will not exceed 19,000,000. Of other grain it seems to be the general opinion that we shall this year have a fair average, but that potatoes will be a failing crop in some parts of the kingdom, though by no means general.—*Leeds Mercury.*

Paris, October 16.—A disastrous affair has happened in Algiers. The commander of an outpost of one of the divisions of the army was told by the Chiefs of a tribe of Arabs, that he had every reason to believe were devoted to France, that Abd-el-Kader was cruelly oppressing them, and preparing to march upon the French. The Chiefs supplicated assistance, and represented that an immediate march Abd-el-Kader himself might be captured. Elated with the hope of laying his hand on this African hero, the French commanding officer set out under the guidance of the Arabs. But he soon found out that he was cruelly betrayed by his pretended friends. Entrapped into an ambuscade, he and his little force, consisting of 450 men, were set upon by Abd-el-Kader, at the head of a numerous force of horsemen. An engagement immediately ensued, in which the French fought with all their usual bravery; but courage, however daring, is of no avail against superior numbers—their ranks were hewed down by the murderous fire of the Arabs, and in the course of a short time, of the 450 gallent men, nearly four hundred lay dead. The rest escaped to a sort of fort, where they were assailed by Abd-el-Kader; but notwithstanding the superiority of the foe, and the promise of safe conduct, they refused to surrender. The Arabs kept up a siege for upwards of two days, but finding all their efforts vain, they abandoned the place. Thereupon the little band sallied forth with the intention of returning within the French lines; but they had not gone far, before they again found themselves the victims of the cunning of the Arabs—they were assailed by a detachment of horsemen, and in the engagement that ensued, were all slain with the exception of ten. Ten, and ten only, saved out of four hundred and fifty—what a bloody page to add to the many that already exist of the ill success of the French in the conquest and colonization of Africa! But France will take a stern and terible vengance. The defeat of Djemmaa-Ghazaouat will be wiped away in fire, and desolation and slaughter. It will be repaid ten and twenty fold upon the people, if not upon the victors. Already have twelve thousand men received the order to proceed *instanter* to Algiers, and a naval force is destined for the same place. Abd-el Kader will be pursued even into the very heart of the empire of Morocco, and Morocco will pay dearly for harboring him. Marshal Bugeaud who had returned to France with the intention of never again going to Algiers, has departed for the seat of his ancient government, to resume the supreme command.

Bugeaud is a man who thinks nothing of human life, and we may be sure that he will give the Arabs and the Moroccomen a lesson which they will not soon forget. Whether, however, he will succeed in catching Abd-el-Kader, may be doubted. For fifteen long years that noble fellow and daring patriot (he is both, rebel though the French call him), has elluded their grasp, and it is not to be expected that now he will be foolish enough to let himself be caught.

THE OBSERVER.

St. John, Tuesday, November 11, 1845.

NEW-BRUNSWICK RAILWAY.

We lately adverted to this stupendous undertaking, and our opinion from subsequent information is now, more than ever confirmed, in favour of its practicability, and of its becoming a profitable investment. After the most attentive and careful consideration we have bestowed on this matter, we can arrive at no other conclusion, than that Saint John must be the Eastern terminus, of a direct line from Quebec, passing immediately by, during the progress of its course, the Grand Falls, Woodstock, and the city of Fredericton. It would be exceedingly tedious to our readers to reiterate the conclusive arguments, or to reprint the statements of sound and substantial facts, which have by most of our cotemporaries, been laid before the public—and in which course we have so heartily joined—in corroboration of the views we have now firmly adopted. A Halifax paper observes that—

"The Report of the Chamber of Commerce of St. John, N. B.—the Pamphlet which has been issued of a Railway from St. John to the Grand Falls—and the remarks of the City press—all prove that the disposition largely exists, if possible, to deprive Nova-Scotia and the Government, of the benefit which they would derive by having one Atlantic *terminus* of the line at Halifax. We have before regretted the appearance of this disposition, and we do so the more, because if persisted in its effect must be to injure St. John—not to cause the original design of a *Land Communication* between Quebec and Halifax to be departed from, but to cause it to be carried out independent of St. John, which, if it should afterwards seek a share of its benefits, will be obliged to purchase them out of its own resources."

And again after a labored essay in favour of the route *around* the head of the Bay of Fundy, to Petitcodiac, and from thence to the Grand Falls—to the *exclusion* of the line contemplated, by the people of New-Brunswick, our cotemporary goes on to say, that—

"A branch from the Petitcodiac will give them [i. e. the people of St. John,] a communication with two routes, and secure to them almost exclusively the traffic of all that portion of New-Brunswick through which the Railway would pass."

And again, he observes—

"We are presuming now, that a branch Railway from the Bend of Petitcodiac, affords equal facility of communication to St. John as to Halifax, and therefore do not calculate upon competing with St. John in the trade of New Brunswick territory—but if no branch road goes from thence, we take by this route all the Cumberland and Westmoreland traffic also—together with that of Northumberland and other New-Brunswick counties, and thus revenge upon St. John, its monopoly of the traffic of Nova Scotia, upon the boundary of the two Provinces, as well as that of the western counties of Nova Scotia, on the Bay of Fundy."

Now, fixing one terminus at the City of Saint John, by no means evinces the disposition imputed to us. It only shews the common sense view which any impartial or disinterested person would take of the matter. Whilst it contemplates that Halifax is to have the benefit of the projected communication, at the same time we exhibit the disposition to bring that City, many miles nearer to Quebec, than even seems desirable, to the Halifax editor himself.

In the year 1837, His late Majesty, William the Fourth, *for a valuable consideration*, ceded all the Crown Lands of this Province, to the local government, at least so says an Act of the General Assembly, passed at this period, and which duly received the Royal approbation, and so hath very recently said my Lord Stanley, when officially conversing with a committee of the New-Brunswick Land Company, upon the subject of a single line of railway, from the sea coast to their New-Brunswick possessions. Not a tree can be felled, or a sod turned over, on the public domains—at all events for railroad purposes—without the free consent of the Provincial Legislature. How then a line of railway can be established, differing from the one which is most conducive to the wants and wishes of our people, we are utterly at a loss to determine. The Crown *cannot* charter it, nor yet can the Imperial Parliament *constitutionally enforce* it.

We apprehend that, if respectfully requested, our Legislature would give every reasonable facility to the construction of the line contemplated in Halifax—let the same even run over, or under, the waters of the Grand Lake!—but to compel Saint John to unite with *such* a route, at the Bend of Petitcodiac! why the thing is too preposterous even to excite a laugh. Fredericton and Woodstock would thus be thrown overboard. No, no, gentlemen, take *your* line where you want it, take land and wood and *water!* to serve your purposes to your hearts' content. It is true, we can prevent you from doing this if we choose, but we will freely grant you permission to go through the very heart of our Province, when, where, and how you like, but don't be so unreasonable, as to compel us to direct a package of goods from Saint John, hereafter, thus—

☞ *By Railway.* ☜

"SOLOMON GREEN,

[Glass with care.] WOODSTOCK."

Via, Bend of Petitcodiac, and Grand Falls.

Verily, verily, the cachinations of Solomon's aged grandmother on seeing such an address, would endanger the safety of the few remaining masticators, which time had spared to her.

It is not long since that the Commissioners of the Provincial Lunatic Asylum, intimated that there was a deficiency of room in that establishment, and no more of the unfortunate persons for whom it was designed, could for the present, be admitted within its walls. Should the members of our Legislature, ever be so insane, as to compel an intended passenger in Saint John who was desirous of visiting Fredericton *by railway*, to go thence by way of Petitcodiac! Grand Falls!!! and Woodstock!!! in all probability the worthy Commissioners of this humane institution, would again be compelled to publish a similar announcement.

Such is the deep interest that this great scheme is exciting in the public mind in England, that another set of promoters having the same object in view have recently presented themselves, and it appears that a Mr. William Sim, a Solicitor of London, warns the public against all rival associations, other than the one with which he is connected. But with the official circular of Mr. Sim, there unfortunately appears no certificate of *his* integrity! Whether he belongs to the Simon Pure concern or not, we do not profess to know. And whether there is one association in London or fifty of them, connected with the undertaking, is of little consequence. The largeness of the number, however, only goes to prove, that the enterprise is attracting a great deal of attention, in the right quarter. We cheerfully indorse the following statement, made by the Courier of Saturday last—

"We have seen it stated that Sir Richard Brown is the Chairman of the Provisional Board, with which the local Committees in this City and Fredericton have been in correspondence; this is not the case,—the Chairman is John Joseph Keene, Esquire, Director of the National Bank of Ireland, Chairman of the Cork and Fermoy Railway Company, and Deputy Chairman of the Leeds, Huddersfield, Sheffield and South Staffordshire Railway Company."

With respect to the dangers of the Bay of Fundy, we gladly refer to the letters of Captain Owen and Commander Beer, in this day's impression. The calm perusal of these documents, will have a strong tendency to diminish their *awful* magnitude!

The Acadian Recorder of Saturday last, in speaking of our harbour says—

"Two-thirds of the year the harbor—if such a term can be applied to the muddy sheet of water at the mouth of the St. John River—is enveloped in fog;—the entrance to it, in fair weather, is intricate enough, as Cape Maspeck and Patridge Island bear ample testimony, and the most skilful mariners are at times afraid to enter the important port of St. John."

We would merely remark in reply, to this ill-natured sarcasm,—look at the Custom House returns, of the amount of tonnage annually entering and clearing from Saint John. Behold the size of our ships; and out of the whole number, what percentage is lost in the Bay of Fundy? As few, in proportion to tonnage, as are wrecked, in sailing to and from the port of Halifax.

Christian Friends, do forbear:—you have already annihilated one of our lakes, removed our Seat of Government, and now, you must needs destroy the character of one of the finest harbours on the Continent of America!

Music.—The Annual General Meeting of the Philharmonic Society of this City, was held at the Practice Room, in the Mechanics' Institute, on Tuesday evening last, when the following gentlemen were duly elected office-bearers for the ensuing year, viz:—James Wm. Boyd, Esq., President and Conductor; Mr. Richard Seely, Vice-President; James Barber, Esq., Treasurer; Mr. Robert Thomson, Secretary and Librarian.

The Society, in addition to their present valuable stock of Music, will receive by the "Marshall Bennett" daily expected from London, a choice selection of Overtures and Symphonies. It has been determined, also, to introduce an Instrumental Quartett Club and a Glee Club to the Practice Room, and orders have accordingly been sent Home for some of the best Music for their use.

Messrs. Chubb & Co.'s Almanac for 1846, is on our table. It will be found *as usual*, to be a highly useful and necessary periodical for every house, office, counting-room, &c. The work is got up with uncommon care, and the public can safely rely upon the accuracy of its contents.

We regret that we have not space for the insertion of an account of the proceedings of a public meeting, recently held at Sackville, N. B., connected with the projected Halifax and Quebec Railway. We have disposed of the Manuscript however, as our correspondent has directed.

The report of the St. John County Agricultural Society will be found on our last page. Want of room precluded its insertion in the Observer of the 4th instant.

A novel invention, by an American, is now exhibited in London, for enabling locomotives to ascend an inclined plane. It has an Archimedean screw between the axles of the carriage, which comes in contact, when required, with a series of friction rollers placed between the rails.

[A gentleman of this City, has exhibited to us, confidentially, a discovery of his own, to effect the same object, as the Archimedean screw of the American. It is more simple, less expensive, and equally, if not more effective; besides it is self adjusted, and comes into play, without external agency, whenever its effects are required. An account of the invention will be forwarded by the next Mail to London.—Ed. Observer.]

PHŒNIX HOUSE.

JUST landing from ship Avon:—the remaining part of our Fall Stock, among which are—

A choice and select Assortment of Papier Mache FANCY ARTICLES;
Gold and Silver Pencil Cases; Enamelled, Fancy and Tortoiseshell Pen-holders; Morocco and Shell Card Cases; Ladies' Companions; Bronze, Japan and Fancy Thermometers; Ivory and Pearl Paper Knives; Necklace and Glove Boxes; Knitting Pins, Purse Clasps, Slides, Rings and Tassels;
Unique Chain Scent Bottles and Perfumes;
Fancy, Pocket, Spring, Hydraulic and Fountain INK-STANDS;
Paper Weights, Pen-Knives and Scissors.
Wood and Leather Work Boxes, Desks, & Dressing Cases; Leather Needle Cases, Tablets, Pocket Books, Wallets, and Portfolios;
Tapers & Taper Stands; Letter Racks & Clips; Save-Alls; Screw Cushions; Dominoes, Chess-Men, Snuff Boxes, Percussion-Caps, Coach-Horns; Men's and Boys' Skates;
Mathematical Instruments, singly and in cases, in great variety; Log and School Slates and Pencils, all sizes, &c. &c.

☞ A further supply of the newest and most fashionable MUSIC.

Also—100 Copies Dr. Paterson's New System MODERN GEOGRAPHY, bound in full leather, in the most substantial manner, at the lowest cash price, either by the dozen or single copy.

The attention of the public is solicited to the above Goods, together with their extensive and well selected Stock of BOOKS and STATIONERY—which will be found to comprise every useful and ornamental requisite in their line, at the lowest prices

N. B.—BOOK-BINDING executed, to order, in their usual style. J. & A. McMILLAN.

Nov 11.

[*From the Courier.*]

To Alfred L. Street, Esq., St. John.

Sir,—I beg to acknowledge the receipt of your favor of this day, of a copy of a most extraordinary Resolution of a meeting in England, held, as it would seem, for some exclusive local purpose and object, founded on information of some person interested.

"*Resolved*, That this meeting, after due investigation of the facts and statistics, are satisfied "that the Railway should extend from Halifax to "Quebec, passing round the head of the Basin of "Minas, and that such line is preferable, both for "the safety of winter transit and with a view to "profit, to a proposed line from Halifax to Annapolis, Nova-Scotia, and thence by means of "Steam Boats to Saint John; the Committee "being informed that during four or five months "of winter the navigation of the Bay of Fundy at "this point is attended with such peril as would "effectually impede and at times totally interrupt "a regular intercourse."

The wording of the said Resolution is obscure as relates to the particular point intended to be described therein, but its evident purpose is to put forth to the world at large, and particularly to some commercial communities, as an established truth, that which is most notoriously otherwise; and whether the point in question in the said resolution be intended to apply to Annapolis or to Saint John as particular spots, or to the navigation between them, which the scope of the proceedings of the meeting would intimate, that Resolution states what is not true, and without animadverting on the evidently mistaken and very unworthy motives which seem to dictate such wilfully erroneous information, I shall content myself with simply declaring, that through the whole winter of every year, the Bay of Fundy, in every part of it, is more safe to navigate than any part of the coast of Nova-Scotia on its South Eastern face, and even with more confidence than the British Channel itself. Let it be clearly understood that I speak of the open Bay of Fundy, embraced by the North Western shores of Nova-Scotia on one side, and by the South-Eastern shores of New-Brunswick on the other; from Cornwallis and Wilmot on one side, and Marin's Head on the other, and thence to the South-West, clear out to sea, to Latitude 43 North. There is no part of the Bay of Fundy within these limits in which the navigation is ever impeded by any phenomena of weather, or of ice during the winter,—except only by such crises of storms, &c. common to all coasts; and I can certify that I have navigated within the limits mentioned in every month of the year, and that I know that even the smallest open vessels, as well as those of the largest dimensions, can and do navigate safely the whole of the Bay of Fundy during every part of the year.—But to apply myself to the point in question, viz. between Granville and Saint John, that part of the navigation of about 36 statute miles only, is absolutely more free from every species of obstruction, difficulty or danger, than perhaps can be found in crossing a similar branch of the sea any where else, in any country or climate, and that Saint John as a Port is never obstructed by ice, nor the external coast of Granville, where a spot would be chosen for embarkation for transit.

It is seriously to be regretted that any persons, much more such as maintain some respectable distinction in society, should so wantonly, and with seeming malevolence, hazard such flippant and wilful misinformation, calculated to produce and perpetuate impressions very injurious to the commercial prosperity of both Nova-Scotia and New-Brunswick.

I am, Sir, yours, &c.

W. F. W. OWEN, Capt. R. N.
and Naval Surveyor of the Bay of Fundy.

H. M. S. S. "Columbia,"
St. John, N. B. 6th Nov. 1845.

St. John, November 5th, 1845.

Sir,—In compliance with your request to state my opinion as to existing dangers in crossing the Bay of Fundy during the winter months, I beg leave to state, that I served as Second Lieutenant on board H. M. Ship "Martin," commanded by the late Sir H. F. Senhouse, in the years 1812, 1813 and 1814, she being then employed cruising in the Bay, that during the winter of 1814, known to be the most severe ever witnessed in this country, and at this period so often referred to, I cruised in a small Tender of about 35 tons, belonging to that Ship. I subsequently commanded H. M. Schooner "Bream," and have cruised in and crossed the Bay at all times and seasons during the above period; I can, therefore, conscientiously affirm, that there exists no impediment to good Steam-boats crossing the Bay, from Saint John to Nova-Scotia, at all times during the winter;—neither do I believe the passage would be attended at that season with any more peril than crossing the British Channel, from Portsmouth to Guernsey.

St. John Harbour has never been known to close with ice, neither has Digby Harbour.

I have the honor to be, Sir,
Your most obedient servant,
THOS BEER, Commander R. N.

To Alfred L. Street, Esq. St. John.

ANOTHER RAILWAY COMPANY FROM HALIFAX TO QUEBEC.

By the English Mail on Thursday, the following Circular was received by the Government Emigration Agent, which is published for general information:

"NOVA-SCOTIA AND NEW-BRUNSWICK TRANSIT AND COLONIZATION COMPANY.

"Route—*Halifax and Fredericton to Quebec.*

"The public are informed, that certain influential parties—many of whom are interested in the commercial prosperity of the above Provinces—have formed themselves into a Provisional Committee, for the purpose of establishing upon a comprehensive scale, a Company to undertake certain national objects of the Government, in conjunction with the adaptation of the interior of the country to purposes of settlement.

"This subject is one which ought to involve so much precaution in its preliminary promotion, that the Committee feel unprepared, at present, to publish the particulars of their project; but find it incumbent to announce that other parties, borrowing the principles of the present originators, are making premature attempts to forestal the opinion of the public in anticipation of the scheme.

"Further information may be received on private application to Mr. William Sim, Solicitor to the Promoters, No. 8, King's-Bench Walk, Temple, London."

With the above Circular, a very lengthy document was received, containing some important suggestions with respect to the formation of a Railway between Halifax and Quebec, and the colonization of New-Brunswick. It states that Halifax and Quebec are, politically and geographically considered, the keys of British North America, and that whatever dismemberment of the remote possessions of Great Britain in North America may ensue, from foreign aggression or internal discord, these two Cities are the last which England can see wrested from her Crown. That for many important reasons, internal communication between Halifax and Quebec forms an object of no ordinary solicitude to the Imperial Government, and that large concessions of land will be gladly afforded by the Government for nothing, along the whole length of the route. That as a proper sphere for the investment of capital, in promoting the colonization of New-Brunswick and Nova-Scotia, there is the highest authority—that of Lord Stanley, the Minister for the Colonies, who, in his place in the House of Commons, in a debate on emigration, said: "he should look to the great area cultivated by our own countrymen in our Colonial Possessions in North America—a country to which we are united by the closest relationship—a country which finds constant employment for our surplus labourers—a country which still looks to Great Britain with feelings of affection—a country which offers a market for our manufactured goods—a country subject to no hostile tariff—which supports our shipping—which improves the condition of our fellow-countrymen—a country which we may hold with signal benefit to ourselves, but in which we cannot maintain our supremacy unless we are cemented to her by *the closest bonds of affection*, as well as interest."

It is further stated that, access has been had to documents connected with the recent Government Survey of the best Mail-route from Halifax to Quebec, by which it is ascertained, that the whole line presents singularly favourable levels for a Railway; whilst the whole District traversed is well adapted for settlement. It is said no apprehension need arise, that drawing attention to the Province of New-Brunswick will lessen the tide of emigration to other parts of British America, as experience has proved that every successive plan for making more widely known the resources of the Empire, has added fresh stimulus to the colonizing of Districts to which attention has before been turned.

A variety of statistics are given, chiefly relating to the trade of New-Brunswick, and the extent of country in it fit for settlement, from which it would appear that this Province is mainly considered with reference to that part of the proposal which relates to colonization.

On Wednesday last, saint Paul's Chapel, in the Parish of Portland, was consecrated by the Lord Bishop of Fredericton. His Excellency sir Wm. Colebrooke and Lady, the Hon. the Chief Justice, and several of the Clergy were present, but owing to the inclemency of the weather, but a small congregation attended. The Prayers were red by the Rev. I. W. D. Gray, the Lessons by the Rev. F. Coster, the Consecration service by the Bishop, the Epistle and Gospel by the Rev. Mr. Harrison and the Rev. W. Scovil, after which his Lordship preached an excellent sermon from Prov. 3c. 9v. in which he urged strongly the Christian duties of self-denial and the consecration of wealth and property to the service of God. The sacrament was then administered to about forty or fifty communicants, and the solemn service terminated.—*Chron.*

CHIGNECTO STEAM NAVIGATION COMPANY,

CAPITAL £4000,

in 400 shares of £10 each,

For establishing a Steam Boat Communication between the Head of the Bay of Fundy and the City of Saint John, N. B.

At a public Meeting held at the Sackville Hotel, Sackville, N. B., on the 1st Nov. 1845. The Honble. Willibm Crane in the Chair. It was unanimously resolved.

1st. That the establishment of a Steam Boat of sufficient power to ply regularly between the Head of the Bay of Fundy and the City of St. John, will be productive of great advantages to the agricultural and commercial interests of the Counties of Westmorland and Cumberland.

Moved by W. H. Botsford, Esq., seconded by W. H. Buckspield, Esq.

2nd. That it is the opinion of this Meeting that such undertaking carried on with regularity and dispatch, will be productive of a fair return to the subscribers.

Moved by Alex. McFarlane, Esq., seconded by Jonathan Black, Esq.

3rd. That a Company be formed and a subscription be entered into for establishing such Steam Boat upon the conditions there read and adopted.

Moved by Chas. F. Allison, Esq. seconded by Thos. Robson, Esq.

4th. That the following gentlemen be appointed a Provisional Committee (with power to add to their number) for carrying into effect the above object, viz;—the Honble. A. E. Botsford, Honble. E. B. Chandler, George Allison, C. Boultenhouse, Mariner Wood, Thos. Sayre, Edwin Houlton, W. W. Bent, Amos Leoman, Jas. Fullerton, Charles P. Allison, James Robertson, J. A. Chipman, W. W. Steeves, Jas. Brewster, Thos. Smith, Butler Easterbrooks, and W. W. Buckesfield.

Moved by the Honble. A. E. Botsford, seconded by Mariner Wood,

5th. That the Provisional Committee do apply to the Legislature for an act of Incorporaton, should the subscriptions be sufficient to warrant their doing so.

Moved by C. G. Hadleburton, Esq., seconded by Phillip Palmer, Esq.

The thanks of the Meeting were then given to the Honble. Chairman.

Conditions.

1st. The undertaking to be supported by a Capital of £4000, to be divided into 400 shares of £10 each.

2nd. The Capital to be paid by investments not exceeding £2 per share, but no call to be made payable within two months of the next preceeding call.

3rd. The directors to consist of Proprietors of at least five shares each and these Members to constitute a quorum.

4th. That such Directors shall have power to increase the Capital Stock to £6000, in like shares of £10 each, should it be found necessary, and to make calls and either to enforce payment thereof by action in case of defalcation, or in the event of the same not being paid within one month to declare the shares forfeited, and to sell the same for the benefit of the Company, and otherwise to act for and bind the Company.

5th. That the Directors have power to make Bye Laws for the regulation of the Company.

6th. That at all Meetings of the Subscribers or Shareholders every holder of one share shall be entitled to one vote—every holder of three shares to two votes, and every holder of a quarter number of shares to one vote for every five shares held by him, and that shareholders be allowed to vote by proxy in writing, said proxy being a shareholder in the Company.

7th. That except at the first Meeting no shareholder be allowed to vote until he shall be duly registered on the books of the Company.

8th. That no shareholder be entitled to vote, nor any share be transferred while any call is in arrears.

9th. That an act of Incorporation shall be applied for as soon as the standing orders of the General Assembly will permit.

10th. That in the mean time no liability shall attach to the subscribers individually beyond the amount of each person's subscription.

A subscription was then opened, and a large proportion of the stock immediately taken by the persons present.

☞ The Mail for England, to meet the sailing of the Steamer *Caledonia* from Halifax on the 15th November, will be closed at the Post Office in this City on Saturday next, the 15th inst., at 3 p. m.

SAINT JOHN SAVING