

British News.

A large amount in the number of artisans and labourers in all our dockyards will take place immediately. No less than 436 additional are ordered to be entered in the dockyard—namely, 150 shipwrights, 30 joiners, 23 cabinet-makers, 48 smiths, 100 labourers 42 sawyers, and 28 ropemakers—labourers. The ropemakers are also to be augmented, and several stout boys are to be admitted to this department. With the increased force four large war-steamer are to be built upon the designs respectively of Mr. Fishall, the master-shipwright, and Mr. White of Cowes. These vessels, we are informed, will be got off the stocks with all possible dispatch. The additional force is engaged for six months, at the same wages as the other artisans. A daily report is ordered to be put on board as convenient. The steam guardships are to be brought forward immediately in fact, some of them have already been taken in hand. Notice for tenders for engines has been issued, and the tenders for screw-machinery for these steam guard-ships will be sent into the Admiralty from the various firms after the 1st of next month.

The project of the Anglo-Belgian Company, which has been advertised for the purpose of forming a port near Dunkirk, within the Belgian territory, but close to the French frontier, excites the indignation of several of our British contemporaries. At our Corn Exchange, we are informed, will be got off the stocks with all possible dispatch. The additional force is engaged for six months, at the same wages as the other artisans. A daily report is ordered to be put on board as convenient. The steam guardships are to be brought forward immediately in fact, some of them have already been taken in hand. Notice for tenders for engines has been issued, and the tenders for screw-machinery for these steam guard-ships will be sent into the Admiralty from the various firms after the 1st of next month.

Increased Value of Railways.—The improvement in the incomes of existing railways still continues, and during the last two months amount to upwards of £200,000 on comparison with the corresponding two months of 1844. The lines which have reduced their fares most liberally are the greatest extent. At this rate the increase of income and value of the railway property of the country is becoming greater by upwards of £200,000 sterling per month.

Notes of Accidents and Crises.—From the last annual report of the Registrar-General, it appears, that during the year, 3803 persons were killed by machinery, and 3577 by fire, viz.: 2577 by fire, 892 by scalding, and 148 by poisoning; 1550 by drowning, 148 by accidental shooting. There were also 65 cases of murder, and 83 of manslaughter.

Improved Locomotion.—A new engine, called the Condor, has lately been constructed for the Liverpool and Manchester Railway Company, by the superintendent engineer, Mr. Durand. The improvements consist in having a double fire-box, the combustible gases being consumed in the second, which would otherwise escape in an unaccounted state. By this means a considerable increase of heating power is obtained, and consequently an increased speed. We understand that the fuel used is coal.

Experiment with Preserving Timber.—On Monday, Mr. J. B. Roy, of Dublin, the inventor of a preparation for rendering timber fire-proof, tested his preparation at the Commercial-Hall, Gloucester-street, in presence of the Mayor, Mr. David Hodgson, Mr. Henry Booth, Messrs. Milner and Adams, and a great number of two pipes of timber, the one consisting of pine, which had undergone the process of preparation, and the other consisting of unprepared pine. The experiment was conducted by Mr. Booth, who placed the two pipes of timber in a furnace, and the fire was communicated. In a few moments the unprepared pine was reduced to a mass of charcoal, and the prepared pine was found to be perfectly sound.

Preservation of the Wrecks and Orphans of the Sea.—The unfortunate persons killed at the Royal Arsenal, on Saturday last, in consequence of the explosion of the magazine, have been granted a pension of £50 per year to the daughter of Mr. John Cook, the late soldier, and a pension of half a cent employed there, who lost his life by the late fatal and melancholy explosion in the Royal Laboratory department. A pension of 10 per cent has also been granted to each of the widows and orphans of the other unfortunate men who lost their lives in a similar manner. This, with the liberal subscriptions being raised, will place the unfortunate families in comparative independence for life.

The Common Council of the City of London decided, on Thursday week, upon appropriating out of the cost of the late fire of £200,000 a year, for the next twenty years, towards effecting further works and improvements within the city. The Free Trade party have achieved a great success on the resolution of the West Riding of Yorkshire, of South Lancashire, and Liverpool—results apparently sufficient to secure the return of their candidates.

The Dutch merchants, having first purchased the stock of rice in England, are now buying the foreign wheat in India, which is barred from our market by a severe duty of 10s. per quarter, in bulk, and extending to all deals, batons, &c., and further, that where the pile consists of four hundred loads or thereabouts, of six great hundred loads or batons, the duty is reduced to the parts of a foot, less than three inches, are to be rejected in taking the dimensions of the width and length.

perature with above the average amount of humidity during the day, but a sufficient amount of severe and long-continued drought, and an unaccountable burning sun. Letters from Sweden and Moscow inform us that the weather is very cold, and that the disease being unknown, the cold having been more favourable to these tubercles than heat.—Commerce.

Scotland.—Bartholme at Corrie.—On Monday week the 22d Sept, three earthquakes occurred here, first, about one p.m.; next, about twenty minutes afterwards; and the third, about twenty minutes to four o'clock, p.m.; but as they were comparatively slight, they did not give much alarm. The accounts from the south of Spain, and other parts, describe the melancholy state of the crops, which, after promising a most abundant harvest, have been entirely destroyed or seriously injured by the tempestuous weather which so lately prevailed in that country.

Mr. Holton's Operations.—This gentleman has recently purchased 10,000 tons of rails, worth £275,000, and the remaining 5000 at £90,000. He wants to purchase more. We presume this is a symptom of a considerable rise in iron.—Harbour and Public Ship-building.—What the yards of our private builders at Cowes, in London, at Southampton, and elsewhere, have been turning out vessels of all sizes and capacities from pleasure-sailing yachts to steam-frigates, designed with so much theoretical science, and had so much practical skill and competence, as to be models unrivalled for the combined qualities of symmetry and sailing, of easy steerage and hardness, compactness and capacity, and of the most perfect adaptation to any other country; our government ship-building is so notoriously inferior to that of our most formidable rivals, that an old French ship is still in our port, and an unaccountable ship of her own class; and now 74 gun ships, like the Scarborough, no sooner take the sea than they are discovered to be so worthless as to be compelled to be sold for £250,000 to £400,000 on one such ship to the country.—Sun.

A New Mechanical Principle.—On Monday week a public trial of the "Satellite," from Slieve Donard, invented by J. A. E. Esq., and constructed by Mr. F. Atkins, engineer, of Beccles, Oxfordshire. The first public display of this invention, which is a new principle of steam, was at the Agricultural Society, in the presence of several distinguished gentlemen, and a number of the most eminent mechanics of the day. The engine was a portable one, and was fitted up with a view of commencing the undertaking at an early day. There is no doubt but that our local engineers will be much interested in the success of this experiment, for the purpose of constructing the contemplated road, and make a liberal grant of money for a series of years in aid of its completion.

The Halifax and Quebec Railroad.—The most striking accounts were received by the English Mail, of the estimation in which this great enterprise is held in London. An association of wealthy and highly influential men has been formed in London, for the purpose of incorporating a company, for the purpose of constructing the contemplated road, and make a liberal grant of money for a series of years in aid of its completion.

Fire in CHATHAM.—About 11 o'clock on the morning of Monday last, the large building in the ship yard of Messrs. Comdars, in Chatham, occupied by the late contractors for the Government, was on fire. The alarm was given, and in a short time a large concourse of people had assembled near the premises. Every exertion was made to stop the progress of the fire, but it was too late. The building was consumed; a large portion of its contents, however, were saved.

Capt. Moorsom, is appointed principal secretary of the great North American railway company. Messrs. W. & G. R. Young are to be its colonial agents, and to be its principal contractors in the Colonies. The company's designs is highly approved. [Halifax Recorder.]

A NEW LIGHT-HOUSE. We take the following from the Newfoundland Public Ledger of Oct. 3. It appears that a Light-house has recently been established upon the head of St. Pierre, a small island, which is situated in the Gulf of St. Lawrence, and is run by the British Government. The light is a fixed one, and is elevated 64 feet above the sea level. The light is a fixed one, and is elevated 64 feet above the sea level. The light is a fixed one, and is elevated 64 feet above the sea level.

CROTON INSURANCE COMPANY OF NEW-YORK. New-Branswick Agency. EDWARD LINDEN, EDWARD WOODWARD, CHARLES ADAMS, MARINE SURVEYOR. MR. JAMES ROBERTSON. THE DIRECTORS meet every day (Sundays excepted) at 10 o'clock, in the office of the Secretary, at the corner of the Market and Front Streets, in the City of New-York. CARGOES, and FREIGHTS, are required to be left with the Agent previous to that hour.

A new System of Modern Geography chiefly intended for use in British Colonial Schools, published by V. H. NELSON.—A work bearing the above title, has just made its appearance before the public, and coming from the pen of James Patterson Esq., LL.D., Principal of the Grammar School of this City, has, as might naturally be expected, already excited a good deal of attention. We have, therefore, devoted not a little time to its perusal and examination of the same, and from what we have seen of its excellence hesitate not to recommend it to the attention of all persons interested in the education of youth, as being admirably adapted to the end it has in view. It certainly deserves to be the Geographical Class Book throughout the British Colonies—were it for nothing else than the clear and able manner in which the learned author has subjected to analysis the whole art of teaching Geography, from its commencement to its close. But the point which distinguishes this little volume from all others, is its originality, by which word we do not mean a mere novelty of arrangement, nor an apparent simplicity or brevity, but a clearer, more distinct, and more effective principle of instruction, gained by studying the nature of the subject the author proposes to teach, and then developing it in such a manner as is best adapted to the mind.

The following remarks are from the Boston Advertiser, in relation to the proposed line of the railroad prospectus, which the Advertiser published from a recent No. of the Courier of this City. We have good authority for saying, that the line of railway from St. John to Grand Falls is far more popular and feasible in the minds of many capitalists even of Maine and Massachusetts than it is in those of the British Colonies. The project is so generally approved, that it is not necessary to say more than that it is the opinion of the editor of the Advertiser.—[Ed. Observer.]

Mr. Pickard's new steamer "Reindeer," according to the Halifax Advertiser, is a vessel of 1000 tons, and is to be built at the ship yard of Messrs. Comdars, in Chatham, in the Province of Nova Scotia. The vessel is to be built at the ship yard of Messrs. Comdars, in Chatham, in the Province of Nova Scotia. The vessel is to be built at the ship yard of Messrs. Comdars, in Chatham, in the Province of Nova Scotia.

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HALIFAX AND QUEBEC RAILWAY AND LAND COMPANY. At a Meeting of the Proprietors, held at No. 30, Rowley Street, London, on Wednesday, 1st of October, 1845. JOHN JOSEPH KEENE, Esq., Director of the National Bank of Ireland, Chairman of the Halifax and Quebec Railway and Land Company, presided.

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MARRIED. On Sunday evening last, by the Very Rev. James D. Duany, V. G., Mr. Peter Hogan, of Portland, to Miss Ann, daughter of the late Mr. Hogan, of this City.

On the 25th inst. by the Rev. W. Allen, Mr. James W. Knowlton, of the Parish of St. John, to Miss Leah King, daughter of the late Mr. King, of this City.

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