British News.

ARE WE TO HAVE A RAILWAY CRISIS?—We have seen of late, numberless ingenious calculations, which, if just, would lead us to the conclusion that railway speculation is about to hurry us to some crushing calamity. Yet, strange it is, the world does not seem to apprehend, with all its awful results, the impending danger. Our alarmists summon Cocker and Bonnycastle to their aid—parade before our eyes arrays of figures to the amount of millions to be raised; and yet nobody appears to be very greatly frightened. Now and then, it is true, we have a slight panic; our mere speculators rush to sell, and premiums are somewhat shorn of their brilliant appearance. The shuttlecock ceases to be bandied about; yet somehow or other we see sensible and solid men step in and take up, for the purpose of hoarding, the very article which unsubstantial hands have dropped. We are, in fact, on the brink of an abyss. Everybody knows it; everybody predicts our fall; yet nobody seems to have a fear of the result.

It is a difficult matter for a journalist to express an opinion with respect to a matter upon which the country at large appears to have made up its mind to act contrary to its expressed convictions. We must, however, speak our convictions; for the subject is one of too vital an interest to be lightly passed over. In order to be clearly understood, we shall extract some remarks and data which have last week appeared in the *London Times*:—

"In order to present the case fairly to our readers, we have carefully investigated the amount of capital embarked in railways, the number of shares in the market, and the value of the premiums upon them. It appears that 44 companies have been formed during the last twelve months, of which the total capital engaged is £35,510,000, the number of shares is 4,086,665, and the total value of the premiums on those shares as quoted is £3,559,000.

"We find, further, that there are 58 companies, of which, although neither the number of shares nor the nominal amount, nor the amount paid up is stated, yet the premiums of such as are stated (and they are not many) give an average premium of £6 per share; but adopting as the basis of calculation the facts which appear as to the 44 companies of which the details are before us, we may assume that the capital embarked in these 58 companies is £46,490,000, the number of shares 4,413,000, and the value of premiums is £4,646,000. We know, further, from the general share-list, that the rise in the price of shares in 27 companies which have existed more than a year, amounts in the whole to £13,491,000, the number of shares in such companies exceeding 9,100,000. The total result, then, is that the number of railway shares which are the subject of speculation is as follows:—

In 27 old companies - - - - -	9,100,000
In 44 companies established within twelve months - - - - - - -	4,086,650
In 58 new companies - - - - -	4,413,000
Making a total of - - - - -	4,413,000

the rise of price or premium on which amounts to £15,900,000. The capital required for the 102 companies in the second and third classes alone amounts to not less than £82,000,000; but in addition to this, which has reference only to railways in the United Kingdom, we are aware of the names of not less than 20 foreign railways, of which shares to the amount of £10,000,000 are in the London market alone. On account of these latter, remittances have already been made to the Continent to an amount of £3,000,000, and it is impossible to estimate the probable remittances in twelve months to come at less than £10,000,000 of money."

Now, assuming these data to be correct, our contemporary's argument amounts to this. By the formation of a number of railway companies, you have created a certain property, to which you have attached a value beyond the amount legitimately to be paid for it; and this excess or premium, is a purely fictitious thing, which "any rumour of war or apprehension of scarcity must at once dispel," plunging those who have embarked in it in irretrievable ruin. We admit the correctness of the conclusion, if the premises are not unsound. But it is an established fact that these premiums are a fictitious property? Are they not to all intents and purposes as real as any other portion of the price paid? A party buying a railway forms his deductions, as to its prospects as an investment, and pays for it at a premium or at par accordingly, in precisely the same way as he buys manufactured goods above or under the manufacturer's price. Would the *Times* treat the premium of £120 on a Grand Junction or Liverpool and Manchester share as any thing less than substantially? Certainly not.

It is clear then that this sixteen millions which our contemporary would blow away is not the fictitious thing represented. It is the value of the privileges obtained from parliament by the companies to whose shares it is attached. It may be said, however, that a large portion of the schemes now at premiums have as yet obtained no such privileges. Granted; and in that case the amount of premium is or ought to be regulated by their prospect of success in so obtaining them. And this much, too, is certain, that no proposed undertaking, whose shares are not fairly worth a premium on their first issue, can ever expect to be carried out.

The point of danger for speculators and purchasers of all descriptions to consider, is one of these. Have premiums run up too high, or have they, in their giddy scramble for shares, got hold of a bubble instead of a genuine article. We suspect that many will be found to have paid much for their whistle, and more will be found to have got no whistle for their money. Ruinous indeed the effect may be to some, but we can see no probable event before us which can create any thing like the sweeping crash contemplated by the *Times*. There is far more of solid material at the basis of the railway system of this country than alarmists, who take their views from the kind of people they see operating upon our Stock Exchanges, imagine. Shares are not taken and held now by the discerning few but by the discerning many, who are too strong in their belief of their soundness as investments to be shaken by rumours and interested prophecies. We see, indeed, this stock or that, forced up or down, as bulls or bears most predominate; but what then? The bulk of the property itself, which these transactions represent, is quietly resting in strong boxes or in safes throughout England and Scotland, beyond the reach of shareJobbers and of brokers' circulars, and as little affected by the temporary rise or fall of premiums as the house we live in would be affected by a turn-out of brickmakers.

We cordially disapprove of much of the rash speculation which is going on and of the excessive multiplication of new and apparently useless projects. The former, however, in time will regulate itself. Some speculation there must ever be or we would have no railways at all. A thing which could not be readily sold no man would invest in; and we question, after all, whether there is at this moment (Stock Exchange time bargains apart,) more speculation of a legislative kind going on than is usual in periods of prosperity. The protecting mania parliament has ample power to check and doubtless will check.—*Liverpool Standard.*

The Emperor Nicholas has just granted an amnesty to eleven Polish emigrants who had been condemned to punishments involving civil death and confiscation of property.

It is reported that no less than than 400 compositors will be thrown out of employment in Madrid, in consequence of the new law relating to the post-office, which as far as the journals are concerned, will come into operation on the 1st of October.

The Hand of the Queen of Spain.—The *Memorial Bordelais* says. "It seems certain that Queen Isabella will marry Prince Leopold of Saxe Coburg. France will consent to this marriage, provided the sister of the Queen marries the Duke de Montpensier, and all Europe is agreeable to an arrangement so long desired by Queen Victoria and Prince Albert."

The *Moniteur* of the 1st instant, announces the sale by auction at Antwept, on the 15th instant, of the magnificent steamer, British Queen, as well as the material. The purchaser has the option to take also at a valuation the furniture, linen, plate, &c., in the vessel; should he decline doing so they will be disposed of by auction on the 25th.

LINES OF STEAM VESSELS.—British enterprise has now established steam communication with the following countries:—To Russia, Sweden, and Denmark, by the Hull line; to St. Petersburgh; to North Germany, by the Hull and London lines to Hamburgh; to Holland, Belgium, and France, by the General Steam Company's vessels; to the north and south of Spain and to Portugal, by the Peninsular Company's vessels; to Italy, by the new Line from London to Leghorn; to Malta, the Levant, and Constantinople, by the new line from Liverpool; to Egypt, Arabia, Ceylon, India, Sincapore, and China, by the Oriental Steam Company's vessels; to British America and the United States by the Cunard and Great Western lines from Liverpool; to the West Indies, Mexico, and the north coast of South America, by the West India Line; to Peru and Chili by the West Coast line. To Brazil and the river Plate by the line now building in Liverpool. The only British Colonies of any importance which have not now the advantage of steam communication with the mother country are the Cape, the Mauritius, and Australian Colonies.

Interesting Discovery.—In working one of Mr. Harrison's coal-pits, at Clapgate Colliery, Pemberton, the men came to a place, which they supposed to lead to some workings which had been made up. On breaking it open they found that it had been worked to the extent of about 1½ acres of coal, which they supposed must have been got upwards of 200 years ago. Two colliery tools were found, a pickaxe and a spade, the latter made out of a piece of solid oak, the back round and the front rim had been shod with sheet iron, some of which still adheres. They are now in the possession of Mr. Banks, of Winstanly-hall.

The gold mace, the gift of Queen Elizabeth to the corporation of Lincoln, after nine years' banishment by the municipal reformers, has again been allowed to see daylight on public occasions, and this month has been laid on the council-table during the meetings of the town council.

Longevity.—On Thursday week a public dinner was prepared at Doncaster, for all men and women resident in Saddleworth, and aged 77 years and upwards; of which dinner 132 old people partook, whose ages averaged more than 80 years!

The Paris correspondent of the *Times* says, "With respect to Tahiti, conquered so gloriously and 'protected' so admirably, I have received an assurance for which, perhaps, you are not unprepared,—it will be abandoned."

The British merchants at Rio de Janeiro have taken steps towards the formation of a British Association for the purpose of corresponding with the government at home, that their interests might be better known. The project seems to have been received with deserved favour.

The Nitrate Speculation.—All the vessels which left this country in search of Nitrate of Soda and nitrate of potash on the coast of Africa have been disappointed. The affair has either been a malicious hoax, or, as one of the chemists sent out supposes, the report originated in the circumstance of there being here and there on the coast incrustations of common salt and sand mixed. One vessel encountered at least twenty others which had been on the same fruitless errand.

The Irish National Board of Education has been incorporated, and is enabled to hold property not exceeding £40,000 per annum.

The repeal rent, for the first thirty four weeks in 1844, amounted to £35,784, 16s. 1d., whilst for the corresponding period of 1845 it dwindled down to £13,225 7s. 10½d. In 1843 and 1844 Mr. O'Connell wrung from the poor of Ireland, in the shape of repeal rent, no less a sum than £91,220.

Attempt to Assassinate the King of Wurtemburg.—A letter from Friburgh of the 5th, in the *Frankfurter Journal*, states that two shots were fired at Meran, in the Tyrol, at the King of Wurtemburg, but fortunately without hitting him. The *Carlsruhe Gazette* makes mention of a report of the same kind. The Jesuits are considered, it says, as the authors of this attack, in consequence of the King's having spoken, when in Switzerland, openly against the influence of that society. His language to M. Swiegwart Muller, the head of the Jesuit party at Lucerne, produced a great sensation.

The King of the Belgians, after leaving Coburg, gave 3,000 florins to be distributed among the poor of that town. The Queen of England gave £100 for the same purpose.

A railway Club House is about to be established, where persons of all ranks connected with railways may meet for the interchange of information.

The Grand Junction have very judiciously determined that after the 15th of this month a compartment of a first class carriage will be reserved for ladies travelling alone.

In the construction of railways, the importance of the religious instruction of the labourers seem to be generally felt and acknowledged. The Leeds and Bradford Railway Company have recently voted £200 to the "missionaries" who have been ministering to the spiritual wants of the navigators and their families.

The reduction of fares on the Manchester and Leeds has increased the number of travellers twenty-six per cent. during the last half-year. The charge of a late excursion from Nottingham, through Liverpool, to the Menai straights, upwards of 500 miles, was only 14s. Passengers are now carried on the Liverpool and Manchester between the latter place and Patricroft, the first class at 1d. and the second class at ¾d. per mile.

A Hint for the Coasting Trade.—A correspondent of the *Hull Packet* points out that a new feature in the transit of goods is now taking place between London and the outports; goods which used to be borne coastwise are now carried by railway. 140 chests of tea were sent hence on Tuesday last, in bond, and would reach London by return of post.

Comparative Cost of Railways in Great Britain and Ireland.—On examining the return of the number of new railways for which acts were obtained last session, it appears that the difference in the cost of construction is very considerably in favour of Ireland. For example: acts were obtained for the construction of 189¾ miles in England and Wales, at an estimated expense of £28,342,047, being at the rate of £14,561 per mile. Scotland obtained acts for 438¼ miles, and the estimated expense of £6,549,500, being an average cost of £14,913 per mile. Ireland obtained acts for 644¼ miles of new railway, and the estimated expense is £7,598,045, which gives an average of only £11,790 per mile. Capitalists, who desire permanent investment, should not overlook the important fact of cheapness in the construction of our Irish railways.

Two iron war steamers, the Megara and the Pegasus, both to be propelled by the screw, are building for the navy.

The Queen Dowager has given a donation of £10 to the fund established at Yarmouth for the reward of the intrepid seamen who man the lifeboats at that district.

The Guano Trade.—The government have declined to prevent the sale by the government of the Cape of Good Hope of the guano found in places within the limits of that colony.

For a wager of £5, two pigeons were flown the other day from Dover to London. The winning bird performed the distance (about 78 miles) in 76 minutes; the other was 12 minutes longer on the way home.

Going-a-Head.—By a careful computation, made a few days ago, it appears that not less than a quarter of a million sterling is now in process of investment in the different building societies in Lancaster.—*Lancaster Guardian.*

New Line of Business.—We understand that medical students, instead of walking the hospitals, intend to apply for permission to walk the different railways, as, from the number of accidents that occur on each line, they expect to finish their surgical education in one half the usual period.—*Punch.*

A new organ was opened at Mewchurch, near Leigh, on Sunday last.

The Steam Tug Company of this town are having constructed an iron tug steamer, on the screw principle of propulsion.

The Superintendent of the Albert Dock Ware houses.—Mr. John Cowan, a native of Liverpool, has been appointed Superintendent of the Albert Dock Ware-house, at a salary of £500 a-year.

BANK OF LIVERPOOL.—The fourteenth general meeting of the proprietors and shareholders took place on Friday, at the Bank, (S. Sandbach, Esq. in the chair,) to receive the statement of transactions from 1st July, 1844, to 30th June, 1845, and to elect three new directors in place of those retiring by rotation. The report showed that the transactions during the last year had been upon an extended scale, and the result had been extremely satisfactory. No additional shares had been granted, and the surplus in all was £156,612.

NEW PLAN OF GRAVING DOCKS.—We have received a plan of Graving Docks, forming radii of a circle, with a floating basin in the centre, which we think very ingenious as affording great accommodation and easy access within a comparatively small space.

THE QUEBEC FIRES.—Yesterday, in compliance with the bishop's letter, sermons were preached at St. Jude's and other Liverpool churches, and collections were made in behalf of the sufferers by the late calamitous fires at Quebec. Since our last Mr. Richard Rathbone has contributed £5, and Mr. Hausburg, of Church-street, £2, towards this benevolent object; but up to the present time, strange as it may appear, no public meeting has been called in Liverpool to originate a subscription on an extensive scale for the relief of the thousands rendered houseless by the calamity.

STEAM EXPEDITION.—A recent Dublin paper states, in commendation of conveyance by steam, that it is possible for parties to go from that city to the British metropolis—a distance of about 323 miles—in 17 hours of voyaging and travelling. We can instance a case in which, but a few days ago, it was accomplished in two hours within that time. The new iron steamer "Prince Ernest," (which made the passage from this port to Dublin, on Wednesday last, in 8 hours 13 minutes), returned on the following morning in about 8½ hours. A gentleman who was extremely anxious to reach London on the same night, which he could not have done had he waited for the mail-boat, as he would have missed the first-class train in the afternoon, was accomodated with a passage on board the Prince. Ernest, which started at five in the morning, and reached our river before two o'clock in the afternoon After having upwards of two hours to spend in Liverpool, he took the four o'clock express train, and reached London at about a quarter past ten, thus accomplishing the whole distance, while going a-head "*in fifteen hours!*"

ATMOSPHERIC RAILWAY.—Experimental trips have been made on the Croydon Atmospheric Railway, which, with allowance for the fact that every thing is not yet in complete working order, have been very satisfactory. The line is five miles long, extending from the Dartmouth arms to Croydon. The average speed, only one engine being employed for five miles, was thirty miles an hour: the greatest velocity forty-five. A greater speed was attained on Friday. The train passed up the viaduct across the Bright on line, which has an incline of 1 in 50, at the same rate as the other parts. In a report to the Directors, Mr. Samuda, the Engineer remarks: "A speed of seventy miles per hour has been attained with a train of 6 carriages' and a speed of 30 miles per hour with a train of sixteen carriages, using only one steam engine over two sections of main. In a length of five miles we have found it praticable to obtain a vacuum of twenty-seven inches in the whole length, and have run trains at upwards of sixty miles an hour over the five miles, with the aid of one engine only."

Success of Sir W. Follett.—Twenty years ago he was unknown to man. In 1825 he probably had not realized from his profession so much as £1000; in 1845 he had acquired, by his personal exertions, from £300,000 to £400,000. And, in point of station, it was fully understood that the Chancellorship was his own the moment it was vacant. Had Lord Lyndhurst's indisposition, two years since, ended in his resignation, Sir W. Follett would have become the Lord Chancellor of England, amidst the acclamations of all parties, before he had completed his forty-fifth year.—*Record.*

FRANCE.—*Paris, September* 16.—Complaints have been made by the leading journals on the documents relative to the external commerce of the United States, lately published by order of the American Government. The general feeling appears to be surprise at the gigantic growth of the "Young Democracy;" and one or two of the journals draw the conclusion that, in course of time, America will succeed in completely beating down and usurping the vast trade carried on by Great Britain with every country in the world. On every other question, as well as this, the French press affects to think that the decadence of Great Britain draws nigh, and that the United States will be the most active contributors towards, if not the sole authors of her humiliation and ruin.

Marshal Bugeaud has quitted Africa *en cauge*; but his leave-taking was so peculiarly solemn, that it seems certain he has no intention of going back again. He is a very able man, though blustering and headstrong; an excellent general—an energetic ruler. He has done much for Africa, (in a French point of view) both in his civil and military capacity, and his place will not be very easily supplied. He is at this moment on a visit to Marshal Soult, the Minister of War, with whom he has long been on anything but cordial terms. The two great men, however, will no doubt patch up their differences. It is expected that Soult, who is nearly worn out by years, will resign, and that Bugeaud will succeed him; but it will be prudent not to believe this until it shall actually have taken place, for it is has been often asserted, and as often proved to be false; and, besides, Soult is one of those worthy men who, when they once get into place, stick to it with greater tenacity than a leech sticks to blood—indeed, the old Marshal has solemnly declared, on more than one occasion, that he will only give up his portfolio with his life.

Before the departure of Bugeaud from Africa, the French troops had, as usual, several bouts with the natives, in which, as usual, the latter was put to flight, their flocks taken, and their crops destroyed, and some few of them, who had taken refuge in a cave, had the pleasure of being blown up by gunpowder. Lt. Gen. de Lamoriciere has been appointed Gov. General of Algiers during the absence of Marshal Bugeaud, and as he is a distinguished officer, it is not impossible that, if Bugeaud be really recalled, he will be his successor. It is, however, said to be one of the dearest desires of Louis Phillippe to erect Algiers into a vice-royalty, and to confer it upon his son, the Duc de Aumale; but the continental powers and England would probably not be disposed to permit that.

Last year the European population of Algiers was 75,354, and the number of soldiers was 81,957. Every year since the French took Algiers, the european population has gone on increasing very rapidly, but during the last two or three it has done so in a very remarkable manner, and the first six months of the present show an increase still greater in proportion,

NEW WINTER GOODS.

Per ships Themis, Maranham, Jane Duffus, & Edinburgh

POLKA Plaids, Fancy Cloakings, Gala Plaids, Camblets, Check'd and Figured Orleans, Alpacas, Crape DeLaines, Cachmeres, Coburgs, &c. Silks, Satins, Ribbons, Black and col'd silk Velvets, Fringes, Gimps, Laces, Gloves, Hosiery, Shawls, Handkerchiefs, Mufflers, MUFFS, BOAS, and CAPES, Grey, White, and Printed COTTONS, Furnitures, FLANNELS, Baizes, Blankets, Serges, Quilts, Horse Rugs, Ticks, Canvas, Osnaburghs, LINENS, Lawns, Diapers, Ducks, Towelling, Fancy Cotton Velvets, Moleskins, Regattas, Ginghams, &c. Fancy Scarfs and Neck TIES, Stays, Umbrellas, Small Wares, &c. &c.

Beaver and Pilot CLOTHS, Broad Cloths, Buckskins, Doeskins, Cassimeres, Tweeds, Vestings, Fur and Sealette CAPS, Men's Silk and Beaver HATS, &c.

The whole of which are offered low, Wholesale and Retail.

J. & H. FOTHERBY,
North side Market-square.
September 23, 1845.

THE OBSERVER.

ST. JOHN, TUESDAY, OCTOBER 14, 1845.

We have in the present number continued to extract from our latest English papers received by the *Cambria* such matter as we conceived to be the most interesting, or useful to our various readers.

The subject of railroads continues to engross the attention of the public in the Mother Country. Fears are entertained by many of our English cotemporaries, that in the event of many of these great undertakings now in progress, proving to be unprofitable, a panic may be excited in the money market, affecting the Banks and all other financial Institutions, producing—as is always the case under similar circumstances—the most disastrous results, alike involving in their influence, every branch of commercial enterprise, or of mechanical industry. Others, again, are of the opinion, that the present actual wants of the country are *demanding* lines of railway throughout every section of it, and that even the power of *steam*, might as easily be dispensed with, in the manufacture of goods, as the application of the same agent on multiplied rail roads, in aid of their transit, to and from, every point in the kingdom.

One Journal emphatically remarks, "the people of England, now that the great advantage derived from the facilities conferred by Rail Roads, are amply shewn them, will not rest satisfied, until the United Kingdom is intersected like the bars of a gridiron, *crossed!* Then, the merchant, the farmer, the manufacturer, and the traveller for pleasure or information, will fully support the expence of them, whilst the frequency of their custom, will tend mutually to enrich each gratified party."

We refer our readers to two articles in this day's impression. One entitled, "Are we to have a railway crisis," in which some sensible ideas are embodied. The other, being an account of a public meeting in Halifax, is by no means devoid of interest.

CONFIRMATION.—On Thursday last, the 9th instant, the Sacrament of Confirmation was administered by the Right Rev. Dr. DOLLARD, Catholic Bishop of this Diocese, in Saint Malachi's Church, to five hundred and eight children. Before conferring the sacred rite, his Lordship addressed the children in the most impressive manner, proving the divine institution of the Sacrament, explaining to them the dispositions with which it ought to be received, and the obligations it imposes on all who receive it to live conformably to the faith of which they then made a solemn profession. The children presented a most interesting appearance, and conducted themselves in the most orderly and edifying manner. The Bishop was assisted on the occasion by the Very Rev. James Dunphy, V. G. and the Rev. Messrs. Scanlan, Sweeney, Quin, and Wallace.—*Courier.*

POTATOE ROT.—We regret to state, that from conversations we have had with our farmers, we find that the Potatoes in this County have suffered considerably from the peculiar disease which has done so much damage to this valuable esculent in almost all portions of the globe. The evil is considerably augmented from the ignorance of parties as to what is best to be done with them, or what steps they ought to take to stop the progress of the rot, which is hourly augmenting.

We should feel much pleasure in communicating the opinions of any of our agricultural neighbours on the subject.—*Miramichi Gleaner.*

OLD SILVER COINS.—It will be seen by an advertisement in another column, that the Merchants, Traders, and other inhabitants, have come to the determination to receive the old silver coins now in circulation, at the same rates as they have been taken during the last twelve months, namely—the French half crown at 2s. 6d., pistereen at 11d., smooth shilling at 9d.—*Ib.*

We regret to learn that large quantities of Hay which was in stack on the low lands in several parts of this Province, have been swept away by the overflowing of the marshes by the late heavy rains. This will be a serious loss to many of our farmers, especially those whose crops of Potatoes have been rendered short this year by the prevailing blight.—[Courier.

GEORGE ROBERTS, ESQ.—This Gentleman who has for several years taught the Clasical department of the Collegiate school in this Town, has been compelled by ill health to resign his charge for the winter, and to return to his friends in England during that period.—[Fredericton Reporter.

RESPITE.—We understand that Fullarton, who was sentenced to be hung at Bathurst on Monday next, has optained a respite for one month.

SUPREME COURT.—The Supreme Court for this County was opened on Tuesday last, Judge Carter presiding. In his Charge to the Grand Jury, His Honor congratulated that Body on the pleasing fact that the common Gaol of this County did not contain a single prisoner to be brought before him.—*Woodstock Telegraph.*

MELANCHOLY OCCURRENCE.—A man, from Lake Georgein York County, named Henry Graham was in the employment of Mr. Amos Dickenson, and is supposed to have been drowned in the Tobique on the 15th ult, It appears that Mr. D. had shifted his camp to a more convenient situation and had been sent in charge with a horse and some, oxen. It is supposed that in driving the oxen they had attempted to cross over to an Island, and that he, in striving to prevent them, was precipitated with the horse in a very deep hole in the river, and thus met an untimely end, as the horse and oxen were traced to the edge of this hole, and found in the neighbourhood afterwards. Graham's hat was discovered some distance below. Diligent search was made by the rest of the party, but of no avail.—*Ib.*

DESTRUCTIVE FIRE AT MONTREAL.—The Albany Citizen of yesterday says:—On Saturday morning a destructive fire broke out in Griffintown. One hundred houses had been destroyed, and the military, at the latest advices, were on the point of blowing up three houses to stop the further progress of the conflagration.

ADDRESS

Presented to the Rev. Thomas M'GHEE. on his leaving St. Andrews.

TO THE REVEREND THOMAS M'GHEE—

Reverend Sir,

We, the undersigned, members of All Saints' Church, in Saint Andrews, having understood that you have resigned the Curacy of this Parish, and are about to leave us, cannot allow you to depart without expressing our respect for you personally, and our estimation of your services as a faithful christian minister.

While we regret the severance of the connection existing between us, we trust your removal may open to you a more extended sphere of usefulness, in which we pray that He who alone can bestow it, will grant to your efforts in His cause abundant success, and that in the dispensations of His Providence He will in health prolong your days, and enable you to the end of them, as a messenger of His mercy, to preach faithfully the religion of our Saviour.

Saint Andrews, 27th Sept. 1845.

Signed by the Church Wardens, Vestry, and Parishioners.

REPLY

To the members of All Saints' Church in Saint Andrews.

My Dear Christian Brethren—

In returning you my warmest thanks for the very kind Address presented to me on my removal from amongst you as the assistant of your appointed Pastor. I assure you that I leave Saint Andrews with feelings of almost unmingled regret, and that the sense of unwearied kindness I have experienced from you all is too deep ever to be effaced.

That you should respect me personally is the flattering expression of friendship: That you should "esteem my services as a Minister of Christ" is not, I would fain hope, because I have been "seeking to please men," but, because "in simplicity and godly sincerity" I have endeavoured "to teach and to preach amongst you nothing but Jesus Christ and Him crusified:" and I am sure that you will ever 'hold such in reputation for their work's sake.'

I once looked forward to the pleasing prospect of labouring many years in the midst of an attached people, and would "gladly spend and be spent among you." But deep and varied as the emotions are, to which my removal from among you to a new scene of exertion, has given rise in my own bosom, my regret has some alleviation in the reflection, that I am sent by His providence who "guides His people with His counsel and appoints the bounds of their habitation";—to those, who are thirsting for similar opportunities, and who have been almost or altogether destitute of the religious ordinances which you will continue to enjoy. And while I thank you for your prayers that the blessing of the Great Head of the Church may rest upon my labours in proclaiming the message of Peace in my more extended and arduous field of labour, the sentiments of sincere friendship and christian charity will, I trust, ever be cherished in my humble prayers for your best welfare.

"Finally, brethren, farewell! only let your conversation be as becometh the gospel of Christ; that whether I come and see you or else be absent, I may hear of your affairs, that ye stand fast in one spirit, with one mind striving together for the faith of the Gospel."

Your sincere friend and servant for Christ's sake.

THOMAS M'GHEE.

Saint Martins, October 3, 1845.

THE RAILROAD.

A Public Meeting was held on Tuesday morning at the Mason Hall, to take into consideration the proposed Railroad from the Atlantic to the St Lawrence. The attendance of the most wealthy and influential of our province fully demonstrated the general and great interest taken in the subject.

On the motion of the Hon. H. H. Cogswell, the High Sheriff was called to the chair, who explained the object of the assembly.

After which, J B Uniacke, Esq. asking if any communication or plan was by any gentleman to be laid before the meeting, the Hon Attorney General read a long communication from the promoters of the scheme in London to Lord Falkland, containing many valuable statistics and facts, and requesting his Lordship's approval and influence to bring it before the next session of Parliament. The learned gentleman also intimated that the project met with the entire sanction of his Excellency.

Succeeding the reading of this document, Mr. Uniacke again rose and spoke at considerable length, and with much energy on the varied advantages that would arise from the developement of the plan. By analogous facts and important statistics, the learned gentleman proved that pecuniary success would be almost certain. He impressed upon the meeting the importance of uniting in this work, believing that if it was not undertaken by British subjects, the benefits would be monopolized by our neighbours; and closed a convincing speech, showing that in a national point of view, the work was of great importance; commercially, it would pay; and morally it imposed on us great obligations. Mr. Uniacke then moved the following resolutions, which being seconded by the Hon. S. Cunard, were unanimously adopted:

That this Meeting regard the project of a Railway from Halifax to the St. Lawrence with warm approbation, as being well calculated to promote the prosperity of British North America, and will co-operate with the Company formed for that purpose, and with the Legislative Bodies of this and the adjoining Provinces in every possible way, in order to promote so beneficial an enterprise, and to carry it into successful operation.

That a Committee be appointed to obtain information, to correspond with the Directors of said Company and others interested, and to adopt the most efficient means for ensuring success to the undertaking. And further—that his Excellency be respectfully requested to bring the subject, so far as relates to this Province, under the favorable consideration of Her Majesty's Government.

The Hon. W. Young, in the course of a most eloquent speech, expressed his firm conviction that this project, although so gigantic would be carried out. The desirability of entire co-operation, eschewing all political differences of opinion, was strenuously urged by the learned Speaker, and, he said, greatly had he mistaken the character of the Legislature, were one dissentient found to a scheme so fraught with interest and pregnant with importance. Alluding to the capital required, the learned gentleman read an extract of a letter from G. R. Young, Esq. now in the city of London, written with the sanction of the Provisional Committee, and stating, that *did the scheme meet with proper and hearty sanction in these Colonies, the whole amount of capital required will be raised in the City of London.* The great moral benefits arising to our Province were severally, and in the hon. gentleman's usually eloquent style, descanted upon by the Speaker, in concluding a speech containing many valuable statements.

The undernamed gentlemen were then appointed a committee to carry into effect the resolutions:

James B. Uniacke, Esq. Hon. H. H. Cogswell, Hon. S. Cunard, Hon. M. B. Almon, Wm. Pryor, jr. esq. J. F. Gray, esq. Hon. M. Tobin, W. A. Black, esq. Hon. Wm. Young.

Thanks having been voted to the High Sheriff for his able conduct as Chairman, the meeting separated.

The meeting was remarkable for unanimity and a determined spirit of interest in an undertaking which will produce almost incalculable benefits.—*Nova Scotian.*

Potatoe Crops &c., in Lunenburg. The Potatoe crop in this County, has been almost a failure. The lingering hope that the potatoe might be saved in the "burnt land" of our newer settlements, has been disappointed. Wheat and Barley, an average. Fair crops of Hay, and of good quality, owing to the delightful weather during haying. Labrador vessels have brought full fares.—Shore fishery and arrivals from Bay Chaleur, much below avereage.

American Fishermen.—A correspondent from Cape Breton states that on Thursday the 16th Sept. 20 sail of American Fishermen were lying in Port Hood.—*Post.*

FROM THE RIVER OF PLATE.—*Blockade of the Ports of the Uruguay Republic by the English and French.*—By the ship Courier, Capt. Wolff, which left Rio Aug. 28th, the Hon. Alex. H. Everett, and lady have returned. Mr. Everett left New-York last June, in the Columbus, Capt. Biddle, for Macao; but was compelled by ill health to abandon his mission to China, and return.

By this arrival we have advices from Buenos Ayres to August 11th, and from Montevideo to the 15th. All the ports of the republic of Uruguay have been declared by the British and French Ministers in a state of blockade, except Montevideo. The Buenos Ayres British packet of the 2d states, that notwithstanding this occurrence, and the seizure of the Buenos Ayrean squadron, diplomatic relations were not yet entirely broken off, M. Marueil continuing to act as Charge d' Affaires of France, and Mr. Ball in charge of the British Legation.

These steps of actual hostility towards the Argentine Government have caused a great sensation at Montevideo. Gen. Oribe has possession of the entire country, and no force without cavalry can act against him. At the time of capturing the Argentine squadron, the two ministers notified the rigid blockade, of the entire coast of the Republic of the Uruguay, except Montevideo, which stops our trade entirely.

PASSENGER in the *Sophia*, from Liverpool—W. Brown, Esq. of Leeds, England. In the *Queen Pomare*, from Glasgow—Messrs. Samuel Parks and William M'Arthur, of this city.

Passengers in the Steamer *Britannia* from Halifax, 3d instant, for Liverpool—Miss Peters; Captain Hayne, lady, and three children; Capt Gibson, lady, and child; Lieut. Hammond, R. B.; Messrs. T. B. Kinsup, Greene, Ryan, G. W. Spratt, and R. L. Bean. From Boston, 61.

☞ The Mail for England, to meet the sailing of the Steamer *Cambria* from Halifax on the 15th instant, will be closed at the Post Office in this City To-Morrow, (Wednesday,) at 3 o'clock, P. M.

MARRIED.

On saturday, Oct. 11th, by the Rev J. C. Gallaway, Mr Charles Petch, to Miss Charlotte Wilson, both of st. John.

On Monday evening last, by the Rev. A. Halket, Mr William Campbell, to Miss Margaret Clinging, both of Saint John.

On the 9th instant, by the Rev. Samuel Robinson, Mr. Peter Sime, to Miss Jane Trimble, both of the Parish of Portland.

At Saint Catherine's, U. C., on the 23d ultimo, Alexander Edwards, Esquire, Deputy Assistant Commissary General, to Anne, youngest daughter of the late Nehemiah Merritt, Esquire, of Saint John, N. B.

At Saint Mary's Cathedral, Halifax, on Monday evening last, by the Rev. Mr. Tracy, Mr. John McDonnell, Merchant, formerly of St. John, N. B., to Miss Margaret E., only daughter of the late Capt. John Moser, of Halifax.

On Thursday, the 9th October, at Saint Mary's Chapel, Chatham, by the Rev. Samuel Bacon, Rector, John M. Johnson, Jun. Esq., Barrister at Law, to Henrietta, third daughter of the late A. D. Shirreff, Esq. of that place.

DIED.

On Tuesday last, 7th inst., after a short but severe illness, Mr. John Mason, Senior, in the 62d year of his age, leaving a wife and six children to mourn the loss of an affectionate husband and kind parent.

On Thursday morning, Joseph M., infant son of Mr. James Hopley, aged six weeks.

On Friday morning, Joseph, son of Captain Joseph Stephenson, aged five years.

On the 30th September, Charlotte Eliza, infant daughter of Washington and Charlotte Alden, aged ten weeks.—and on the 2d of October, of consumption, Charlotte, wife of the said Washington Alden, aged 27 years, with a sure and certain hope of a blessed immortality—her end was peace.

In Portland, on Saturday morning last, Jane, eldest daughter of Mr. John McGuire, aged five years and nine months.

Drowned on the 11th September, from on board the schr. Hesperus, of Digby, N. S. while lying at the wharf in Boston harbour, Capt. William Pickles, of Annapolis,—leaving a wife and three children, and an aged mother to lament his untimely loss.

PORT OF SAINT JOHN.

ARRIVED.

Wednesday—Steamer Herald, Brown, Eastport—J. Whitney, passengers and merchandise.

Thursday—Ship Rasalama, Buckley, Liverpool, 33—Owens & Duncan, ballast.

Friday—Ship Queen Pomare, Till, Greenock, 40—Parks & Hegan, merchandise.

Saturday—Ship Sir Edward Hamilton, Lundy, Hull, 40—S. Wiggins & Son, ballast.

Barque Sophia, Peock, Liverpool, 37—John Robertson, merchandise.

Brig Argo, Pearon, Harrington, 39—J. Robertson, ballast.

—Spoke, 3d Oct. lat. 43, long. 63 30, ship Chester, from St. John; 24th Sept., long. 44 30, schooner James Wilson, from St. John's Newfoundland, for Rio Janeiro.

Sunday—ship Thomas, Vaughan, Wanes Point, 30—Vaughan, ballast.

Britannia, Coulthart, London, 34—J. Wishart, ballast.

Harmony, Jamieson, Liverpool, 33—s. Wiggins & son, general cargo.

Barque Hillsborough, Lamb, Preston, 37—order, coals.

Pearl, Rowles, Dublin, 23—s. Wiggins & son, ballast.

Envoy, Mason, Londonderry, 24—T. Wallace, passengers and merchandise.

Brig Albion, Leslie, Halifax, 4—order, ballast.

Dundonald, McNichol, Glasgow, 45—J. Alexander, general cargo.

Bruce, Michael, Sligo, 41—J. Mackay, ballast—spoke brig Anne, from Labrador, bound to Leghorn, lat. 46, long. 36 40.

Harmony, Muir, Irvine, 44—James Kirk, coals.

Fidelit, Paterson, Belfast, 28—order, ballast.

Wellington, Day, Bideford, 42—R. Rankin & Co., ballast.

Brigt. Diadem, Cahill, New York, 10—Master, assorted cargo.

schr. Prince Rupert, Deane, Halifax, 7—Master, sugar.

Monday—Barque Canton, Tonge, Hull, 30—s. Wiggins & son, ballast.

Brigt. Fidelia, small, Alexandria, 15—L. H. Waterhouse, wheat.

schr. Eliza Ann, Crowell, Halifax, 13—James Kirk, sugar.

Abigail, smith, Boston, 1—T. Hunford & Co., asst. cargo.

CLEARED.

Oct. 8th—Schooner Jane, Crowell, Halifax, limestone—G. & J. Salter; Emily, Hilton, Halifax, hemp, &c—J. M. Hamilton; Margaret, McCarthy, Boston, lumber, &c.—J. Scott; Ferdinand, Leighton, Eastport, old iron—J. Whitney.

9th—Brig Britannia, Porter, Port Antonio, (Jam.) lumber and fish—James Alexander; Lady Napier, Howe, Dundalk, deals—John Mackay; Venus, Soule, Eastport, ballast—Master; Schr. Scotia, Crowell, Halifax, limestone—G. & J. Salter.

10th—Ship Tuskar, Robertson, Cork, timber and deals—James Smith; Barque Diamond, Pearce, Newport, (Wales,) timber, &c.—John Robertson.

11th—shr. Charlott, Driscoll, Boston, iron—W. Carvill.

13th—shr. scotia