The Observer.

SAINT JOHN, JULY 8, 1851.

SEVEN DAYS LATER FROM EUROPE.

Arrival of the Canada at Halifax.

[*By Telegraph to the News Room.*]

The Royal Mail Steamer Canada, Capt. Laing, arrived at Halifax on Monday morning about two o'clock, very unexpectedly, in 8¼ days from Liverpool.—Liverpool dates are to the 28th June. She had 43 passengers—10 for Boston. John Wishart, Esq. of this City, is among the number.

The weather continued very fine—The market for Bread Stuffs had declined—Flour 6d. per barrel lower—Corn and Wheat had also given way. The Cotton market was dull, and sales almost entirely for consumption and export, nothing doing on speculation.

Timber Market.—Sales of Pine Timber for the month comprise two cargoes of St. John in the yard, of 15¾ and 19 inch average, at 16½d and 16½d per foot, and part of a cargo on the quay of 19¾ inch, at 18½d. per foot. Freehpar-cels of St. John Birch meet a ready sale. Pine and Spruce Planks with cargo, £7 10s—separately, £8 15s. to £9. A good opening for Quebec Pine Deals, first and second qualities would sell readily at full rates.

Sugar 6d. dearer, sales brisk. Tea, common Congo firm, tending upwards.

There had been some improvement in British Stocks.—Consols closed on Friday at 97¼.

Trade in Manchester is not so brisk as for the two previous weeks, still business is generally considered in a sound and healthy condition.

Freights in England continued to droop, and passengers were scarce.

ENGLAND.—Mr. D'Israeli, in the House of Commons, on the 24th, read a resolution which he intended to move on the Monday following, when the Ministerial financial measures would come up, setting forth that according to an estimate of the probable future produce of the existing taxes submitted to the House by the Chancellor of the Exchequer, it appears that a surplus revenue may be expected in the present year of about two millions of pounds—That in the revenue so estimated is included a sum exceeding Five millions of pounds derived from a tax upon income, respecting which an enquiry this been directed to be made by a Committee of this House, on the result of whose labours may depend the future renewal or modification of that important impost—That in this provisional state of the financial arrangements of the country it appears to this House to be most consistent with a due regard to the maintenance of Public Credit and the exigencies of the Public Service, not to make any material sacrifice of public income in effecting such changes as may be deemed advisable in other branches of taxation.

The Commission to whom was referred the applications for the establishment of a transatlantic steam packet station on the West coast of Ireland, have made a lengthy report. After going through all the evidence and considering the matter in all its bearings, they wind up by reporting against any change whatever.

The receipts at the Crystal Palace on Friday amounted to upwards of £2,700, and the visiters numbered over sixty thousand.

A tremendous hail storm passed over Cheshire and Yorkshire, causing considerable destruction of property and endangering life.

The heat in London had been very intense; on the 26th, *ninety* degrees in the shade.

The public mind in England is much occupied in debating the ultimate destiny of the Crystal Palace, and the general feeling appears to be in favor of preserving the building for some useful purpose.

Lord Campbell's Bill for a reform in Chancery, had been read a third time in the House of Lords.

Advices from India, by telegraph, via Marseilles, had been received, but they are void of interest.

A very destructive Typhoon had been experienced at Ceylon on the 1st of May, and at Madras on the 5th; about twenty vessels had been lost.

At Rome, Signor Evangelista, Chancellor of the Holy Consulta, had been assassinated on the 15th June.

FRANCE.—A Bill to interdict Clubs has been adopted without any alteration. The Commission to revise the Constitution have by a vote of 9 to 6 adopted a report "That the Legislative Assembly, taking into consideration the one hundred and eleventh article of the Constitution, expresses a desire for the revision of the Constitution conformable to that article."—The Bank of France has announced a dividend of fifty-five francs per share for the first half year of 1851.—There is no other news of importance from the Continent.

Arrived from St. John, June 25th, Lovena, at Kingstown; Susan, at Queenstown; 26th, Rival, at Gravesend; Glasgow, in the Clyde.

Arrived from St. Andrews, June 20th, America, off Portland.

Sailed for Quebec, June 21st, Renfrewshire, from the Clyde.

News by the Africa, at New-York.

The Shipping Gazette, of the 20th, says of the money market—"The Continental Bourses have during the present week shown more animation, both as respects business and prices, than for a long little past. The general tendency is upwards, and in the principal stocks a rise of one per cent. has occurred.

The general tone of the market has been heavy all the week, and from the present aspect there appears little prospect of much movement for the better. The fluctuation in prices since last week has been just a quarter per cent. There is a less firm feeling in the foreign stock market to-day.

Baring's Circular says of business:—"Holders of produce have shown more firmness this week, and prices of most articles have been maintained. Cotton has been in rather better demand at an advance 1-8 a 1-4d; and the prices of wheat and flour are dearer. The demand for breadstuffs, however, had slackened off a little at Liverpool, on the 20th, on account of the rise.

The great Exhibition continued with little diminution of interest. On the four last days reported the number of persons attending and amount of receipts were as follows:—On the 16th, visitors 63,769, receipts £2,854; 17th, nearly 70,000. £3,191; 18 h, 62,663, £2,897; 19th, 63,863, £2,984. The Queen and Prince Albert continued their visits. On Saturday, the 14th, they paid a visit to the Koh-i-noor diamond, which had been surrounded with a tent, and lighted with gas, in expectation that its lustre would be more effectually developed, but the result was not satisfactory. On the 13th, the price of tickets was half a crown, and in consequence the receipts amounted to only £2,206, and on the 14th the price was 5s., and the receipts £1,634.

The number of visiters at the Exhibition on the 20th, was 31,834. Receipts £2,819.

The Census returns have been issued, and show that the population returns of Great Britain consist of 10,734,844 females and 10,184,677 males, being a total of 20,719,531. The increase as compared with 1841, is 2,263,550. In 1841, there were 493,303 more females than males in Great Britain; in the present year the excess has risen to 550,157. The number of inhabited houses in Great Britain is 3,675,451.

Of this population there are in England and Wales, 17,805 831; Scotland, 2,870,784; Islands, 141,916—Total, 20,919.531.—London, 2,363,141.—Ireland not included in these returns.

On the 18th, the Duke of Wellington gave his customary grand banquet at Apsley House, in celebration of the anniversary of the Battle of Waterloo. There were 80 guests on the occasion, among whom were Prince Albert and about 70 veteran officers. All the members of the service were toasted by the Duke, as well as the distinguished surviving officers of the battle who were present.

The King of the Belgians arrived in England on the 18th, and proceeded to Buckingham Palace, on a visit to the Queen.

THE QUEEN'S COSTUME BALL.—The anxiously expected Costume Ball took place at Buckingham Palace on the 13th. The papers give glowing descriptions of the dresses worn, which were those of the English Court at the restoration of Charles II. The demand created for a great variety of rich stuffs for the dresses was such as to produce a sensible effect on certain classes of trade. Many o the dresses were strictly historical, and others deviated from the fashion of the day, according to the fancy of the wearers—some of them displayed a remarkable degree of taste as well as splendor.—The following is a brief extract from the description given by the London Times:—

One of the first things that struck the eye in this gay and brilliant assembly, was the greater effect produced by the costumes of the gentlemen than those of the ladies; for the dress of the latter did not appear so far removed from the fashion of the present Court dress as that of the gentlemen, than which nothing could be a greater contrast. Some of the dresses of the ladies displayed extraordinary splendour, and with the costumes of the gentlemen produced a lively and truthful picture of the period represented.

Among the earlier arrivals was Miss Burdett Coutts, who displayed some most magnificent jewels. Miss Coutts wore, among other ornaments, a broad band of emeralds and diamonds, worn in the same manner as a gentleman's baldrick, over the right shoulder to the left hip, where it terminated in a very large clasp of diamonds, used to fasten back the dress, which opened in front and displayed the petticoat; a bandeau of large single stone brilliants passed across the back. Mrs. John Towneley displayed a very elegant costume of cloth of gold, trimmed with bows of purple riband and pearls. The American Minister displayed a very handsome dress of blue velvet, richly trimmed with gold lace, a golden baldrick, and a scarlet velvet mantle. The Marchioness of Londonderry's costume was exceedingly splendid. A girdle of diamonds and a diamond border or Berthe on the top of the corsage were among the profuse display of jewels on this magnificent dress, which was of dark crimson velvet. Her head dress was also peculiar, being a sort of cap or coronet of jewels. Sir William and Lady Molesworth both displayed very beautiful costumes. Her Ladyship also wore a beautiful band of jewels across the shoulder. The Marquis of Clanricarde, Col. the Hon George Cadogan, Lieut. Seymour Damer, and many others, displayed beautiful costumes of the period. The national costumes of the Turkish Minister, his Attaches, the Prince A. de Vogorides, and that of M. de Isodoriki, (a very beautiful Greek dress) produced a great effect from their singularity in such an assemblage. Among the dresses not of our own Court, though of the same period, were those of Lord Ernest Bruce, who wore an extremely beautiful dress as a Venetian nobleman; Lord Holland, who wore a dress apparently Venetian—a long mantle completely enveloping the figure, of a material resembling Utrecht or uncut velvet on cloth of gold, and a square velvet cap edged with fur.

Lord Campbell, the Chief Justice of England, appeared in the costume of Chief Justice Hale; and Baron Parke wore the dress of a Judge of the time.

On the 19th, a party of 300 gentlemen, including several of the leading Commissioners, and executive committee of the Great London Exhibition—and a number of foreign gentlemen—made a visit by invitation, to Birmingham, for the purpose of examining the manufacturing establishments of that town. They left London at 8 o'clock and arrived at Birmingham by the special train at half past 11, where they breakfasted, and after visiting a great number of manufacturing establishments, which were freely thrown open to their inspection, they partook of a collation, at which the Mayor presided, and returned to London the same evening.

Hon. Abbot Lawrence, the American Ambassador, gave, on Friday, May 30th, a great banquet at London, at which Prince Henry of the Netherlands, the Dukes of Wellington and Rutland, and many others of the nobility, were present.

The Cyclops steam frigate is to leave Cork to embark troops for the Cape. The Birkenhead steamer is to leave Portsmouth shortly, with troops also, for a like destination.

The new iron screw steamship City of Manchester, was launched on the 14th ult., from the building yard of Messrs. Tod & McGregor, of Glasgow. This was the largest ship ever launched from the banks of the Clyde, her length being 274 feet, breadth of beam 37¾ feet, length from jib-boom to spanker-boom 339 feet, burden 2,125 tons, engines 400 horse power. The City of Manchester has four masts and accommodations for 160 first and second class passengers. She is to run between Liverpool and Philadelphia, and will be ready to start on her first trip on the 25th July, under the command of Captain Campbell.

The Count and Countess of Bocarme have recently been tried at Mons, Belgium, on a charge of poisoning a brother of the Countess Gustave Fonguies, who was a cripple, for the purpose of obtaining possession of his property. The Count seized the victim, and poured nicotine down his throat, which produced almost instant death. The trial resulted in the conviction of the Count, who was ordered to be executed, but the Countess was acquitted.—she had been a passive and unwilling tool in the hands of her husband. The trial has caused as much sensation in Belgium, France and England, as the Webster trial did in the United States.

The Court pronounced sentence of death upon Hippolyte Visart de Bocarme, and decreed that the execution should take place in one of the public squares of Mons.—Count de Bocarme appealed to the Court of Cassation.

The President of France was to hold a series of reviews on the Champ de Mars on the 21st, 24th, and 26th.

DISASTROUS ACCIDENT TO A BALLOON.—*Thrilling Scene at the Crystal Palace—A Panic there.*—On the evening of the 19th, Mr. Graham, the celebrated Æronaut, with his lady, made a balloon ascent on the Kensington Road, a short distance from the principal entrance to the Crystal Palace. The signal was given for starting, at about 6 o'clock.

The balloon rose gently and ascended about 20 feet above the top of a pole which surmounts the building, but suddenly descended rapidly on the top of the pole alluded to, and a large aperture was made in the balloon. The grappling irons were thrown out, but there was nothing to hold by, and the balloon again ascended and descended alternately, until at length it drifted away in a northerly direction towards the Crystal Palace.

As the balloon approached the Crystal Palace great fears were entertained for the safety of a portion of that building and of those who were inside. At the time alluded to there were between 35,000 and 40,000 persons in the building, some little departure having taken place from the ordinary time of "clearing out." In a few moments the balloon was directly over the transept of the Exhibition. The æronaut, seeing the fearfully dangerous position in which they were placed, let out the whole of the ballast on to the roof of the palace. At this time the grappling irons were within a few fect of the summit of the transept, and if a hold had been obtained a vast mass of the building must have been torn away.

Clearing at length the Crystal Palace, the flagstaff of which it destroyed, the balloon drifted towards Grosvenor gate, and thence took a diagonal direction between Half Moon street and Engine street, Picadilly. As though by magic it instantly rose again, and was driven towards the front of the houses in Arlington street, which faces the Green park. These houses, together with those in Park place, St. James street, form two sides of a square, and upon these the work of destruction appears to have been most severe.—Alighting on the park, front of Colonel North's mansion, 16 Arlington street, the grappling irons came in contact with the parapet. A gust of wind arose, and the balloon again slightly ascended, bearing away, by means of the renewed force imparted to it, the heavy coping stones and a large portion of the parapet, hurling them on the roof, through which they descended, carrying away in their downward course the rafters over the staircase, which they precipitated into the hall below. By this time the escape of gas from the balloon was so great that no altitude could be obtained. It drifted between the huge stacks of chimneys which surmount the houses in Arlington street and Park place, tearing down all with which it came in contact—breaking in roofs wherever they fell.

At length the balloon became embedded between two huge blocks, the chimneys from which had been torn away, and this arrested its progress and prevented any further damage. A body of police immediately provided the means of arriving at the top of the house, where a frightful spectacle presented itself. The car of the balloon was jammed between the two blocks so firmly that all means of releasing it appeared for a long time hopeless. Mr. and Mrs. Graham had been thrown from their seats, and were lying on the roof of the house apparently lifeless. The first impulse of the police was to procure medical aid for the unfortunate æronaute, and they were removed with as little delay as possible to the residence of Mr. Moore, a surgeon in Arlington street. On examination they were found to be alarmingly contused and lacerated, but the surgeon expressed his opinion that death was not to be apprehended. After having their wounds dressed they were placed in a cab and removed under the care of a police officer to their residence, No. 8 Liverpool street, Walworth.

French Agricultural Mission to England.—The principal benefits from the Great Exhibition will probably be derived by the English themselves, and yet foreign states, especially those who can avail themselves of it most in consequence of their proximity, may share in its advantages. The Central Congress of Agriculture in France, for example, have appointed a committee to visit England for the purpose of reporting on the agricultural implements at the Fair, and to inspect some of the English model farms. They have already arrived in London.

Russian Exhibition.—The Russian quarter in the Exhibition is now thrown open to the public, and its recent arrivals of splendid jewelry and manufactures, which are said to elicit universal admiration, are gorgeously displayed.

At Frankfort it was understood, according to advices from Vienna, that a new Austrian loan for £5 000,000 sterling is open for public competition.

The Moniteur announces that M. Colonna Walewski, Ambassador to the Court of Spain, has been appointed French Ambassador to the Court of London. General Aupick, Ambassador at London, will fulfil the same functions at Madrid.

The Paris Journal "Patrie" of Friday evening, says it is known that the Roman government had, under the meditation of France, opened negociations with England, in order to obtain the removal of Mr. Freeborne, the English Council at Rome. It appears that these negociations have just terminated to the satisfaction of the Pope.

In Rome several Colonels of the Pontifical Staff have been removed at the instigation of the French.

The Austrians have at length entered the Papal Territories under an arrangement with the French.

Electric Telegraph in India.—An electric telegraph is now in operation from Diamond Harbor, (India) to Calcutta. This is a new instance of the arts of civilization penetrating the dark old regions of Asia.

In another column will be found a Despatch from Earl Grey on Railway matters. We agree with our contemporaries, that such vexatious interference with our local affairs on such frivolous pretexts, is calculated to excite very unpleasant feelings. It is because we love British connection, and desire it to continue, that we raise our voice against any thing calculated to cause bitter feelings. It ought not to be forgotten, that the first grievance with the old American Colonies was caused by similar interference, and an attempt to raise taxes for Imperial purposes. If we are taxed for the cost of a Military Road from Halifax to Quebec, and are prevented from spending our own money on a Road that the Province considers essential to our Commercial prosperity, the cases will be very much alike.

We should sincerely detest the most distant idea of annexation to our slave-holding neighbors, and we would have quite as great an objection to sending the fruits of our industry to Washington. But it ought not to be concealed that a feeling of discontent is abroad. This is truth, and it ought to be told, whether we like it or not, so that means may be taken to bring about a better state of things. We will suggest an effectual remedy. The British Government made a loan to Canada for her Public Works at four per cent interest, as a permanent investment. Why should we not have the same? *Let the British Government, then, construct the Road from Halifax to Quebec, Montreal and Kingston, as an Imperial work, and at Imperial cost, just as they have laid out, and are still expending millions on the Fortifications of those Citadels. Let them, in addition, lend us as much as will connect the different sections of the Province together with iron Roads, and, our word for it, with honorable and judicious treatment, our connection will continue for a thousand years!*

We learn that the Committee appointed to wait upon the Government, for the purpose of ascertaining what action had been taken at Toronto regarding the European and North American Railway, were informed that this Railway had not been taken into consideration, and that no agreement had been entered into between the Governments relating to any other Railways.—The statements that have appeared in a contemporary to a contrary effect, may therefore be presumed to be purely *imaginary.*

FIRE.—The Dwelling House of James Brown, Esq., at Brown Hill, Parish of Simonds, was destroyed by fire on Saturday afternoon, 28th ult. The fire was caused by a spark from the chimney lodging on the roof, and igniting the shingles, the wind blowing fresh at the time from N.W. There was insurance of £250 on the buildings, but it is stated that Mr. Brown will still be a heavy loser, the house being a large and costly one.

Her Majesty's Brig *Persian*, 12, Commander Bulman, arrived on Saturday from Halifax. She will, we learn, remain on this station during the summer, for the protection of the Fisheries in the Bay of Fundy.

The administration of the [illegible] has commuted the sentence of the Lascar, (convicted of the murder of the Mate of the brig Rival,) from death to imprisonment for life at hard labor in the Provincial Penitentiary.

The Telegraph line is now completed as far as Woodstock, and messages have been transmitted over the wires to and from that place.—It is expected that the line will be completed to the Canadian cities, in a short time.

We received on Friday last the first number of a new paper under the title of "*The Evangelical Expositor.*" published by Messrs. Gillies & Woodrow, and to be devoted to the cause of Presbyterianism. The paper is neatly printed, contains a large quantity of interesting reading, and promises to be a useful publication. We wish it every success.

The Anniversary of Acadia (Baptist) College, at Horton, took place on the 18th and 20th ult. The examinations were on the 19th, and reflected much credit on both students and professors.

On the 20th, the Rev. Dr. Cramp was duly installed as President of the College, and immediately entered upon the duties of the office.

Mr. Henry W. Johnston, who had completed the College course of study with much credit, received the degree of B. A.; after which the degree of M. A. was conferred on the following gentlemen, *alumni* of the College, who had respectively received the degree of B. A. several years ago, and were in due course entitled to the higher degree, viz.: the Revd.'s A. S. Hunt, Samuel Elder, R. E. Burpe, and George Armstrong; and the honorary degree of M. A. was also conferred on the Rev. Charles Spurden, Principal of the Baptist Academy at Fredericton.

The Wesleyan Methodist Conference in Canada recently held its session at Toronto, about 120 Ministers being present. The Rev. Enoch Wood, (formerly of the New Brunswick District,) the President appointed by the English Conference, presided. When the name of the President was announced, it was received with a strong expression of gratified feeling, which was renewed when he accepted the seal of the Conference, and rose to address the assembled ministers. This excellent address is printed in the *Toronto Christian Guardian* of the 18th ult., which paper remarks:

"The Conference closed on Friday afternoon. The session was remarkably harmonious, and the much-loved President, discharged his onerous duties to the satisfaction of all. The high regard entertained for him is evidenced by the *unanimous* request of the Conference, to the British Conference, that he be re-appointed President."

The Halifax *Church Times* of Friday, has the following remarks on the Railway *rumours* from Canada, by *Telegraph*:—

"A telegraphic despatch concerning the Railway, was received yesterday from Quebec. It stated, we believe, that the Toronto Convention had decided upon the propriety of building a Railroad from Halifax to *Detroit*. This is a distance of fourteen hundred miles, and a long leap towards the Rocky Mountains. Of course if we have a Railroad at all it would not do to stop at Quebec, or we should be dependent upon the River communication alone for the trade of the far West. Fourteen hundred miles, however, is a great stretch of policy, and will require some elucidation before it will be generally acceptable. It is to be hoped that the delegates have not agreed to recommend its construction upon the basis of the present Government guarantee to a limited amount—or upon that part of the proposition that would make the Lower Provinces bear two-thirds of its cost."

The Convict ship *Bride*, from Kingstown, Cork, Ireland, arrived at Burmuda on the 29th ult., with 200 Convicts to be employed on the Government works in those Islands.

WATER COMPANY.—It is with much pleasure we notice that the operations of the Water Company are being carried on with much vigor, there being at the present time upwards of eighty men employed in laying the pipes, nearly three miles of which are laid down, leaving only about a mile and a quarter to be completed. It is confidently expected that the water, which is of an excellent quality and well suited for domestic purposes, will be brought into the City from the dam by the first of September, when we hope the inhabitants generally will avail themselves of this inestimable privilege, as we cannot expect much reduction in the rate of charge unless the number of consumers very much increases. The dam has been found to be strong and substantial, and the waste-way is now in course of being widened, which will be an improvement. The Company having got through with the principal part of the work, we trust that nothing will occur to prevent us having a constant supply of pure water at the time anticipated.—*Courier.*

NEW SHIPS.—A fine new ship called the *Africa*, was launched on Monday last from the Building Yard of Messrs. W. & R. Wright, in this City.—She measures 1157 tons, new measurement, and is built in Messrs. Wright's best style, which is now well known. We learn that she is already purchased in England.

Another very handsome and well finished Ship, named the *Merlin*, was launched last Wednesday, from the Building Yard of Messrs. F. & J. Ruddock, at the Straight Shore. She measures 1030 tons, new measurement, and is owned by her enterprising builders.

On Tuesday, the Steamer *Pilot* towed into the harbour from Sackville, a new Ship, built at that place by C. Boultenhouse, Esq., and measuring about 1100 tons, new measurement. She is named the *John Davis*, and is a strong, well-built, and fine looking vessel. We understand that she has been sold in England.—*Ib.*

The last *Reporter* contains a notice of the contemplated Bazaar, in aid of the erection of a Wesleyan Chapel, to replace that destroyed by the great fire in November last.

The Bazaar is to be held in the grounds of His Honor Judge Wilmot, on the 28th of August next, and from the preparations now going forward we venture to predict that it will be such an affair as has never heretofore been witnessed in this city.

We have seen a specimen of Indian work from Canada East, recently received for the Bazaar, and it certainly surpasses in beauty and elegance of design anything of the kind we have ever before seen. We understand that articles for the Bazaar are on their way from Canada West, the United States, Scotland, England, New Foundland, Prince Edward Island, and Nova Scotia, and we think we can venture to say that the handiwork of the New Brunswick ladies will equal any that may come from abroad.—*Fredericton Head Quarters.*

On Tuesday evening there was a severe Thunder storm in Kingsclear, a few miles from this city, Mr. Hiram Good, who happened to have been in the field at the time, was struck to the earth by the lightning, and narrowly escaped with his life. In the mean time, a cow belonging to Mr. Good, and 27 sheep owned by Mr. Dykeman and others, were killed on the spot.—*Fred. Reporter.*

About sixty houses have been raised this Spring upon the burnt district in this City; several others are in progress, among which will be some of the finest brick buildings in the Province.—*Ib.*

Annual Examination of Sackville Academy.—We understand that the Annual Examination of the Students of Sackville Academy, Mount Allison, New Brunswick, which took place on the 23rd ult., was creditable to all parties concerned. In the afternoon the spacious Lecture-Room was filled with a respectable assembly of persons from the neighbourhood and adjoining villages, who were attracted thither to witness the usual Declamation, which gave general satisfaction. At the close of the Examination the Students proceeded to their respective homes to spend the summer vacation.—*Wesleyan.*

On Tuesday evening the estimates for 1851 were laid before the Legislative Assembly of Canada. The expenditure is estimated at $2,630,000, of which $547,000 is for public works, and $840,000 interest on the public debt. The scheme of a shifting capital is to be adhered to. $40,000 is asked for the building of a residence for the Governor, at Toronto, and a like sum for the same purpose at Quebec, to which place the expense of removal is set down at $20,000.

RAILWAY DISPATCH.

DOWNING STREET, 12th June, 1851.

SIR,—I have to acknowledge the receipt of your Despatch No. 16, of the 7th April, transmitting certified copies of Acts passed by the Legislature of New-Brunswick in its last Session, entitled respectively "An Act to incorporate the European "and North American Railway Company!—(2061;) "an Act to facilitate the construction of a Railway "from St. Andrews to Quebec."—(2063.)

Having referred these Acts for the consideration of the Commissioners of Railways, I have received from these officers a Report of which I now transmit a copy for your information.

Although it would appear that the most important of the Acts (that numbered 2061) is in some respects defective, I do not consider it necessary to recommend its disallowance on account of the imperfections pointed out by the Commissioners. I trust without doing so, and thus delaying the commencement of the work, a sufficient opportunity for reconsidering the subject will be secured to the Legislature of New-Brunswick, by my deferring to submit the Act numbered 2061 for Her Majesty's confirmation. By this Act it is proposed that pecuniary assistance from the Colonial Treasury, to a very considerable amount, should be given to the Company to enable them to construct the proposed Railway. To this I have no objection—on the contrary, I believe that in the present state of New Brunswick, it is consistent with sound policy that assistance should be given by the public towards the construction of the great leading lines of Railways; and the particular line now suggested for encouragement, is one which I think deserves it, for though it appears to me one of less importance than the projected line from Halifax to Quebec, I regard it as not being calculated at all to interfere with the latter (if properly regulated,) but on the contrary, to contribute to its success. But while I am prepared to advise that Her Majesty's sanction should be given to a measure for affording assistance to this line on the principle proposed by the Act now under my consideration, I consider it inexpedient that this should be done until the Legislature should have had an opportunity of reconsidering the Act No. 2061, and that the proposed assistance to the Company should only be granted on condition of its assenting to such amendments of this Act as may then be found advisable. I trust that the Legislature will carefully consider all the remarks of the Commissioners, as I consider them to be of much importance, and I fear that the interests of the Province may hereafter be exposed to serious injury if the amendments in the Act which are suggested are not now made; but there are only two of these amendments on which, as affecting the interests of the Empire at large as distinguished from those of the Province alone, I consider it necessary to insist before Her Majesty can be advised to sanction the grant of pecuniary assistance to the Company. The two amendments which I consider to be indispensable are those pointed out by the Commissioners as being required to secure the use, on fair terms, for the traffic between Halifax and Quebec, of that part of the line of Railway now proposed to be constructed which will be common to the two lines, and secondly, the conveyance of Her Majesty's Troops, and stores for their use, along the line at reasonable rates of charge.

In conformity with what I have now stated, the Act No. 2061 will be submitted to Her Majesty on the first opportunity, in order that it may be left to its operation.

The Acts Nos. 2062 and 2063 will not be laid before the Queen for the present.—I am, &c.,

(Signed) GREY.

[EXTRACT]

OFFICE OF COMMISSIONERS ON RAILWAYS,

Whitehall, 2d June, 1851.

SIR—I am directed by the Commissioners of Railways to acknowledge the receipt of your letter of the 24th ultimo, enclosing copies of three Acts, passed by the Legislature of New Brunswick, entitled respectively—No. 2061, "An Act "to Incorporate the European and North American Rail-"way Company."—No. 2062, "An Act to facilitate the "construction of the European and North American Rail-"way"—and No. 2063, "An Act to facilitate the construc-"tion of a Railway from St. Andrews to Quebec"—and I am to acquaint you in reply for the information of Earl Grey, that agreeably to His Lordship's request, the Commissioners have taken these Acts into their consideration, and have made the following observations upon their provisions:—

By the Act No. 2061, it is proposed to Incorporate a Company for the purpose of making a Railway, which in Section 3, is described as "A Railway to run from some "point or place from the Eastern boundary of the Province "of New-Brunswick in the County of Westmorland, so as "best to connect with a Railway to be constructed from "the City of Halifax, or some other port on the Eastern "coast of the Province of Nova Scotia, on the Atlantic "Ocean, over the most practicable route through the Pro-"vince of New Brunswick, so as best to connect with a "Railway to be constructed from the City of Bangor, in "the United States of America, to the Eastern part of the "State of Maine."

It appears probable that the direction of a considerable portion of this line, near the Eastern boundary of New Brunswick, will coincide with that of the projected Railway from Halifax to Quebec, the construction of which has already engaged the attention of Earl Grey as an undertaking calculated to promote the interests both of the Colonies and of the Mother Country, and therefore entitled to encouragement and assistance on the part of H. M. Government. It appears from Mr. Hawes' letter to Mr. Howe of the 10th March, 1851, that one of the conditions of affording that assistance would be, the proposed Railway should be an entire line from Halifax to Quebec, passing wholly through British territory, but it would not be considered an objection to the plan, that it included a provision for establishing a communication between the Railway and the Railways of the United States. The above mentioned portion of the Railway proposed in the present Act, might therefore form part of the main line of the Halifax and Quebec Railway; and as it would be expedient that the whole of that line should be under the same management, the Commissioners suggest that it might be advisable to stipulate with the Company incorporated by this Act, that in the event of arrangements being made for the construction of the Railway from Halifax to Quebec, through this part of the Province of New Brunswick, it should be obligatory on the Company to transfer the common portion of the line to the parties entrusted with the construction of the Halifax and Quebec Railway, for a sum equivalent to the outlay incurred by the Company in making that portion of the line; and, with this view, that the accounts relative to its construction should be kept in such a manner as to afford the means of apportioning the outlay accordingly.

The Commissioners proceed to consider certain provisions of this Act, which appear to them to call for remark.

In the 1st Section, provision is made for submitting the Company's bye-laws to the Governor of the Province for his approval, but no power is reserved (as in the Imperial Act for the regulation of Railways, 3 and 4 Vic., c. 97, s. 9) of disallowing the bye-laws at any future time after they shall have come into operation—and this power appears to be necessary for the completeness of the control over the bye-laws intended to be vested in the Governor, who would otherwise have no cause of suspending the operation of a bye-law that was found to be objectionable.

By Section 5, the Directors are authorized, until the Railway is completed, to pay interest to the Shareholders on the amount of the calls paid up by them. In former reports on New Brunswick Railway Acts, containing a similar provision, the Commissioners took occasion to observe that provisions of this kind were frequently at one time inserted in English Railway Acts, but in the Session of 1847, a Resolution was passed by both Houses of Parliament, (which has been since adopted as a standing order,) requiring the insertion in every Railway Bill, of a clause prohibiting the payment of interest out of capital, and it might therefore be worthy of consideration whether the reasons that led to that Resolution were equally applicable to the Colony.

By Section 28, it is provided that the Act shall not be revoked, altered or amended, without the consent of the Company. This is inconsistent with the first recommendation in Mr. Secretary Gladstone's Circular Despatch, of the 15th January, 1846, and the clause there referred to as proper to be inserted in all Colonial Railway Acts—viz: "That nothing herein contained shall be construed to enable the Railway by this Act authorized to be made from the provisions of any general Act relating to Railways, which may be passed during the present, or any future Session of Parliament." A clause of this kind is invariably inserted in English Railway Acts.

Section 38, after providing for the level crossings of Roads, authorizes the Company "if they deem it more conducive to the public safety to substitute a bridge, over or "under the Railway, for the level crossing."

The Commissioners would suggest that a matter of so much importance to the public should not be left entirely to the discretion of the Company, but that power should be reserved to the Governor of the Province, or some other public officer, requesting the Company to make the alterations which the increase of traffic on roads arising from that on the Railway may hereafter render necessary, although at present a level crossing may be allowed without danger.

Section 55 gives the Company the power of levying tolls for the conveyance of passengers and goods. But the Act does not provide any scale of maximum charges for such conveyance. And this defect does not appear to be remedied by the power of revising the tolls and the option of purchasing the Railway reserved to the Government by the 55th and 57th Sections.

The exercise of those powers is dependent upon the event of the Company's profits exceeding a certain rate per cent. on their capital. In former communications addressed to the Colonial Office, the Commissioners have stated that although such provisions may have been introduced into Colonial Railway Acts for the purpose of thus intimating the possibility of future revision and purchase, yet, in their opinion, it may be questionable whether they can have any other practical effect.

The provisions in Section 61, with respect to the conveyance of passengers and their baggage, do not specify the terms and conditions of conveyance, as provided by the corresponding enactments of the Imperial Act 7 and 8 Vic., c. 85, s. 12.

The 59th Section adopts the provisions of the 13th Section of the Imperial Act 7 and 8 Vic., c. 85, with regard to the power of the Government to establish a line of Electric Telegraph on the Railway; but does not contain any clause similar to the 14th Section of that Act, for providing that the Telegraph, subject to the prior right of use by the Government, shall be open to all persons, without favour or preference, and at equal charges.

In the absence of any general Legislation on the subject of Railways in this Colony, it is necessary that every New Brunswick Railway Act should comprise within itself the whole of the provisions that may be considered requisite for the protection of the public interests. Provision is made by the present Act for the conveyance of Mails and Troops, for laying down an Electrical Telegraph on the line of the Railway, and for making returns of traffic and accidents. But of the other matters which in this country have been made the subject of general legislation with a view to the public safety and convenience, the Commissioners would particularly observe that the Act does not contain any provisions similar to those of the Imperial Acts relating to cheap Trains, the appointment of Inspectors, and the opening of the Railway after notice and Inspection, and the construction of Bridges and Roads.

The Commissioners are desirous to draw the attention of Lord Grey to these variations from the course pursued in legislating upon Railways in this country, leaving it as a matter entirely for His Lordship's consideration, what degree of importance to be attached to them, with reference to the local circumstances of the Colony, and whether any correction may be called for in the way of supplementary legislation.

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(Signed) J. L. S. SIMMONS,
Captain Royal Engineers.

MONEY FACTS.—The following, says the New York Express, is a statement of the monthly shipments of specie during the present year from this port:

January	$1.266.201
February	1,007.098
March	2,368,861
April	3,482,182
May	4.506.135
June to 18th instant	5.410,376
Total this year.	$18.041.534

The amount of gold dust received at the Philadelphia Mint since the 1st of January to the 17th of June, was $18.713.156.

The Bank of France has now in its vaults $111,320.000. Its circulation is $96 800 000. The reason of such an accumulation is the dangerous and unsettled political condition of that country. Men fear to put their funds in business lest they lose them.

The wealth of the seven houses of the Rothschild, Jews, is stated in the European journals to be $96,800 000: just equal to the notes of the Bank of France. The Jews for centuries past have been most unjustly oppressed. Now they are beginning to control kings and governments.

EMIGRATION OF FEMALE PAUPERS.—The *Clare Journal* says:—"One hundred and fifty young females, from the workhouses of Ennis, Kilrush, and Ennistymon, embarked at Dublin, on board the steamer for Plymouth, whence they are to sail, under the government auspices, for Australia. Their ages range from sixteen to five-and-twenty; and we are glad to be able to quote the following testimony as to their personal appearance:—"A finer set of girls, for their position in life, could not be seen—healthy, ruddy, and comfortably clad—a credit to the guardians and officials of their respective unions."

SURVEY OF INDIA.—A report of the progress of the operations in connection with the trigonometrical survey of India has just been published. The trigonometrical survey is at present conducted by seven parties, employed as follows:—Two parties in the Punjab; one party in extending the great longitudinal series from Calcutta to Kurrachee, in Scinde; one party on the coast series from Calcutta to Madras, the results of which will be most important to maritime geography; one party employed on the Hareleaong series in Behar, if possible to be extended into Nepaul; one party employed in Bengal on the Parasnath series; one party employed in the Bombay Presidency. The conclusion of the Trigonometrical survey may be expected in six or seven years. The grand total of area triangulated amounts to 477,044 miles, and the grand total cost to 3,412,787 rupees, or about £312,389.

UNITED STATES.

IMMIGRATION AT NEW YORK.—Comparative statement of the immigration at New York during the first six months of

	1850.	1851.
January,	13.154	14.709
February,	3.206	8,170
March,	5,569	16 055
April,	14 627	27.779
May,	42.846	38.858
June,	10.762	34,403
	90,164	139.974
		90,164
Increase this year,		49,810

The Extradition Case.—The examination in the case of the deserter from New Brunswick has been commenced. It appears that the prisoner and eight others were soldiers at station in St. John, N. B., and in May last deserted, first threatening to kill the corporal if he would not accompany them. Finding him obdurate, they locked him in the guard house and made their way to the States, taking with them their arms and accoutremente, and robbing the corporal's pockets of sundry small articles. The prisoner, who is quite an *orator* in his way, partly conducted his own case, and presented to the Commissioner his notion of the distinction between robbery and stealing. It was, however, a distinction without a difference. He is at this time a private in the service of the United States.—*New York paper.*

NEW YORK, July 2.—Stephen Walsh, the deserter from St. John, N. B., was discharged from arrest today, and has joined his company on Bedlow's Island.

The trees in the City of Brooklyn have suffered greatly in their foliage by worms. Even the abeel, or silver-leafed poplar, which has been thought worm proof, shows, in many places, the ravages of the insect among its leaves. The weeping willow has suffered to a degree that we think we have never seen before: its long twigs hang in some of the streets and church-yards as bare as in winter. If we had a race of birds in our towns like the house sparrows of Europe, which are there almost as numerous as the human inhabitants, we are persuaded that the nuisance would not exist.—*N. Y. Post.*

Lumber Trade of Savannah.—The bark Amerland cleared at this port yesterday, for Bremen, with some 180.000 feet of Southern pine for ship timber. This is, we believe, the first vessel that ever cleared here for any part of Germany with this description of cargo. It is not long since the first cargo was sent to Cadiz, in Spain, from here, and now there is a demand for more lumber for the same port.—*Savannah Repub.*

We learn from a gentleman from the South, that the cotton crop never looked finer, particularly throughout the entire country bordering on Red