

COLONIAL.

New Brunswick

THE WEATHER.—Yesterday and last night we had the most severe snow storm, with a high North East wind, that has been experienced here this season, or, perhaps, for several years past. The streets, in all directions, are filled with immense snow-drifts, which, added to the large quantity of snow previously on the ground, renders travelling very difficult and fatiguing. The roads in the country are probably in a worse condition. The wind changed during the night to North West, blowing strong and cold, and causing the snow to drift furiously. We do not recollect so much severe weather, previous to Christmas, for many years past.

Accounts from Fredericton, and other parts of the Province, as also from Canada, and various parts of the United States, all mention the coldness of the weather.—*St. John Observer, Dec. 24th.*

A One Dollar Note of the St. Stephens Bank, ingeniously altered to One Pound, was passed at a Store in Prince William Street, last Friday, and was not detected till some time afterwards. The St. Stephens Bank has no One Pound Notes in circulation. Its Notes are all in Dollars.—*ib.*

THE EUROPEAN AND NORTH AMERICAN RAILWAY.—We have much satisfaction in stating that Mr. Morton, who was appointed by the State of Maine to explore a line for a Railway from Bangor to Calais, has found a good route for a line, only 95 miles in length, instead of 112 miles, as had been previously anticipated. Mr. Wilkinson, we learn, has found a good route from this City to Calais, only 72 miles in length, instead of 96 miles by the Douglas Valley, which was first examined.

The whole length of the European and North American Railway, the two extreme points of which are Halifax and Bangor, may now be thus stated:—

Halifax to Baie Verte,	126 miles,
Baie Verte to Shediac,	24 do,
Shediac to St. John,	105 do.,
St. John to Calais,	73 do.,
Calais to Bangor,	95 do.,

Total, 423 miles.

There are some reasons to believe, that a further examination of each of the lines mentioned will result in shortening their several lengths, especially between Halifax and Shediac; and there are strong grounds for believing that the whole length of the Great Railway when finally located, will scarcely, if at all, exceed four hundred miles! This is nearly one hundred miles shorter than was at first contemplated and cannot fail to be most gratifying to every friend of the enterprise.

We are happy to hear, that the best feeling prevails in Maine with reference to this great and important undertaking and proceedings there are only suspended until the Legislatures of New Brunswick and Nova Scotia have taken action in the matter.

We are indebted to M. H. Perley, Esq., for a copy of a Map, showing the relative distances across the Atlantic between British and American Ports, as also the route from Quebec, through the Straits of Belleisle. This very neat Map was recently lithographed in Boston, under the direction of Mr. Perley, and of Thomas C. Keefer, Esq. the Civil Engineer of the Canadian Board of Works, who calculated the distances on a three-foot globe, with great care. From this Map, we learn that the distance from Halifax to Galway, is 2240 miles; from Boston to Galway, 2600 miles; and from New York to Galway, 2816 miles. From Quebec to Galway, through the Straits of Belleisle, the distance is only 2400 miles; and from Quebec to Liverpool, through the same Straits, and around the Northern extremity of Ireland, the distance is only 2680.—*Courier.*

Canada.

THE GOVERNOR AND COUNCIL OF CANADA have, by proclamation, reduced the duty on the following articles from 12½ per cent. *ad valorem*, to 2½ per cent.—Cotton warp, slate, fire brick, mustard seed, ultra mariae and paste blue, ammoniac, prussic of potash, alum, phosphorus, sulphuric, muriatic and oxalic acid, bleaching powder, cochineal, coppers, vitriol, shellac, felts, borax, strong fluid acids, including nitre.

This act of liberality on the part of Canada, (remarks the New York Journal of Commerce) ought to be, and we trust will be, reciprocated by the American Government by reducing the duty on Canadian produce imported into the United States.

Toronto, Dec. 21, 1850—Inspector General Hincks left Toronto for Washington this morning on business connected with the reciprocity question. It is stated by an opposition journal, and not denied by the government organ, that the Finance Minister is proposing a tariff of differential duties in favour of the St. Lawrence, with a view of retaliating on the American Congress, if it continues to refuse the reciprocity.

West Indies.

FROM HAYTI.—Brig Frederick, Captain Crosby, brings Port au Prince dates to December 1st. The panic concerning the cholera in Jamaica had entirely subsided. Souloque was to be crowned emperor on Christmas day. His crown and other insignia of royalty had been received from France. Three men from Aux Cayes had been publicly shot for political offences. The emperor had gone with his new fleet to a port about twenty miles distant, on a pleasure excursion, the alleged object being to "christen" a house. The new crop of coffee comes in slowly, having been retarded by severe rains. The paper money of the island was at the rate of ten dollars for one of silver. American provisions were plenty, and dull of sale.

PORTO RICO.—We have advices by the barque Brothers, Captain Ward, from Guyanilla, to the 12th ult. Abundant rains had prevailed throughout the island of Porto Rico, and the prospects for the coming crops were very flattering.

It was generally supposed that sugars would open at \$3 to \$4, as per quality. Molasses a 12c. per gallon. Nothing had been done in coffee, the picking of which had been much retarded by the heavy rains.

Considerable excitement had lately prevailed on the island, occasioned by the report of an intended invasion by Narcisso Lopez, from Hayti, and heavy detachments of troops had been ordered to Mayaguez, the nearest point to Hayti. A few days previous to the sailing of the Brothers, a report had been circulated at Ponce, that Lopez had effected a landing about twenty miles to the eastward of that place, from a large steamer, with five frigates, and troops were immediately ordered out at Ponce to meet the invaders.

UNITED STATES.

The long list of deaths, published in San Francisco papers, will carry distress and mourning to hundreds of families throughout the Globe.—Many an unknown man is buried with the epithet of "Stranger," his birth place, and his poor earnings, will remain a mystery. The gold stories are plenty in the papers, but very little is said about the fever and ague, debility, cholera, &c. Among those who have fallen victims to the Cholera, I regret to observe the name of William Hoffman, formerly of Halifax. He was one of the Judges at San Francisco at the time of his death. He had many warm friends in this city, and his death is much regretted by them. Mr. George Smith is another victim,—he hailed from Nova Scotia,—these are the only two names I am familiar with.

Mr. Richard Cassidy, formerly of Halifax, (a son of the late Mr. Cassidy, painter,) met with an untimely death last week. He was on his way home to his place of residence in Williamburg, and in going on board the ferry boat, he attempted to jump, and fell between the landing and the boat, striking his head against a portion of the former in his descent to the water, and was never seen afterwards; owing, it is presumed, to his having received some internal injury. His body was recovered some days after, floating near the spot where the fatal accident took place, and was handed over to his friends to be consigned to its last resting place.—*Correspondence of the Sun, New York, Dec. 24.*

FATAL STEAMBOAT EXPLOSION.—While the tow-boat Anglo Norman was on a pleasure excursion up the river from New Orleans on the 13th, her boiler burst, and a fearful loss of life occurred. There were 110 persons on board, including several ladies. Nearly 100 were wounded, missing and killed.

Boston, Dec. 24—The storm of yesterday was tremendous in Boston and its vicinity,—much damage was caused among the vessels on the coast. It is said to be the greatest experienced for years.

A RICHLY ENDOWED CHURCH.—It is stated that the property of the Corporation of Trinity Church, New York, is estimated at from twelve to sixteen millions of dollars.

RESULT OF FOLLY.—Two men at Alton, N. H., at a husking last week, undertook to amuse the company by seeing which could eat the most of

a great variety of food, including dried apples.—One of them, Charles French who made the husking, died the next day; the other, Henry Miller, died the day after.

EUROPEAN ITEMS.

The R. M. Steamer *Africa*, Capt Ryrie, arrived at New York at eight o'clock on Sunday the 22d. ult. She left Liverpool on the 7th, and brings dates from London and Paris to the 5th ult. She experienced boisterous weather.

It is said that the Czar Nicholas intends to visit London during the Exhibition of '51.

The London and North-western Railway contract for extra carriages for the Exhibition of '51, was let on Saturday week, for £154 per carriage of forty seats.

The number of French manufacturers intending to exhibit, up to the 26th November, was 2481, of whom 1730 were for the Seine, and 751 for the other departments.

It is suggested in the columns of the Glasgow Advertiser that the engines of the steamer Comet the first pioneer of steam navigation on this side of the Atlantic, be despatched to the Exhibition of 1851.

The scarcity of silver continues to attract considerable attention, and has caused a still further rise in the precious metal.

With regard to Germanic affairs, there seems to be considerable doubt. The Liverpool Times of the 7th, remarks that "the uncertainty whether there is to be peace or war, is as great as ever, and the orders for the armaments on both sides have not been suspended." The ministry at Berlin appear to be in a rather disorganized state, and their proceedings have naturally drawn forth various conclusions and misgivings as to the actual state of the negotiations. If they had been really favourable, the Prussians would so have informed the public. At Vienna, the purchase of horses and munitions is still continued. We are told that M. Maut-uffel has been thwarted in his endeavour to bring about an arrangement upon the basis proposed by Prince Schwarzenberg, and has now submitted a plan of his own; and what that plan is, we are not informed.

From France our news this week is not very important, as all political interest is bound up in the German quarrel. The Legislative Assembly has declared its neutrality, and in such a tone as to enforce a strict obedience to its mandates. It is said that M. Persigny, the private friend of Louis Napoleon, and late Ambassador at Berlin, has been incessant in urging the President to join Prussia, and involve France in the quarrel, but private intrigue, in the present temper of the nation, is innocuous. There have been serious disturbances in some of the departments, but the strong military attitude of the Government keeps all quiet.

At Rome there is rather an increased uneasiness about the excitement which has taken place in England about the Papal aggression. At present everything is quiet in Lombardy and Turin, but if a war breaks out in Germany, we fear that tranquility can hardly be maintained.

In advices from Hamburg of the 30th ult, mention is made of a pacific meditation between Denmark and Holstein. Great Britain was named as the mediating power. It is stated that the Stattholders have desired to negotiate with a Federal Commissioner. They have been induced to this step by the prospect of an armed intervention.

Additional fears seem to exist that, the Douro Navigation Commissioners at Oporto would give rise to some temporary quarrel between the Portuguese and Spanish Government.

INDIA.—Apprehensions were entertained of disturbances along the Punjab frontier, from Kohat southward.

Letters from Constantinople of the 20th ult. announce that the rebels at Aleppo have been completely exterminated by Kerim Pasha's troops. The rebels of Bosnia have been likewise defeated by Omar Pasha.

The preparations for war in Prussia continue with the greatest zeal.

MISCELLANEOUS.

CONSUMPTION OF FOOD.—There is a distillery at Richmond, Va., which annually consumes in the distillation of whiskey, the enormous quantity of 150,000 bushels of grain, being an average of 500 bushels a day. Of this amount, about 120,000 bushels of corn are required, which, at sixty cents per bushel, will yield \$72,000 to the producer. But this is not all; about 25,000 bushels

of rye are also required annually, which, at 70 cents per bushel, will realize the sum of 25,000. *N. Y. Com. Adv.*

DESTRUCTION OF GRAIN.—A few days since we announced the burning of a large amount of grain at Detroit, and it was set down as so much "lost." But we consider the immediate destruction of grain by fire as incomparably better for the community, and far preferable, to the use made of it as noticed above. When it is wholly destroyed, the "loss" is at an end. But when it is converted into intoxicating drinks, "that steal the reason and damn the soul" the "loss" has but commenced. The sixty cents per bushel is but a small consideration compared with the misery, and woe, and ruin, and poverty and crime, which follow it, in its changed state, through all its after-course. Could all the grain that is converted into whiskey in the United States be gathered together in one vast pile and consumed in a general conflagration, the "gain" to the community would be incredible. Our national revenue would be but a small sum alongside of it.—*Buffalo Advertiser.*

A WRITTEN LANGUAGE IN WESTERN AFRICA.—One of the Sierra Leone agents of the Church Missionary Society of London, Rev. Mr. Keolle, has discovered a written language existing in the interior of Western Africa—the Vy language.—Mr. Keolle says that the alphabet consists of about one hundred letters, each representing a syllable. The new characters are said to have no analogy with any other known. Mr. Keolle has taken passage on board a vessel going to the nearest point from which the Vy Nation can be reached, with the resolution to investigate fully this interesting discovery.—*Buffalo Advertiser.*

RAILROAD IN PERU.—A letter in the Sun of this morning says that the rail road between the city of Lima and Callao, eight miles distant, is completed. The President of the Republic, his Cabinet, and a number of the prominent men in the country, assembled at Lima on the 8th of November to make a trial trip on the road. Before the train had proceeded a mile, the locomotive ran off the track, one man was killed, and three others were wounded. This accident is unfortunate, as its tendency would be to prejudice the public mind as to the practicability of the road.—*A. Y. Com. Adv.*

MONSTER GLOBE FOR THE LONDON EXHIBITION.—We find some particulars of the monster globe in course of construction by Mr. Wild, M.P. for the Exhibition. Considerable progress has been made in its preparation. The mountains will be shown in all their dazzling tints, and the snow-line marked upon the mountain ranges.—The course of great rivers will be seen like threads of silver; the known volcanoes will be marked by bright red lights; the proportions of land to water, and population to territory, and the great trade districts and lines of commerce, the latter marked by moving ships, will be observable at a glance. The globe will be 50 feet in diameter, made of ribs of zinc, each circle in four compartments, socketed together with copper. The expense of the globe independent of the stair cases and galleries, will not be less than from £4,000 to £5,000.

A LONG YARN.—A commercial house in Manchester is spinning a pound of cotton for the great exhibition of 1851, in length 238 miles and 1120 yards, being the finest ever yet produced. It is thus calculated:—There are 80 layers of one yard and a half each in a warp, 7 warps in a hank, and 400 hanks in the pound of cotton.—Those most conversant with the details of cotton spinning can best appreciate the value of the machinery and the talent displayed in so wonderful a production.

CONSUMPTION OF TEAS.—One of the most remarkable facts in the diet of mankind, is the enormous consumption of tea and coffee. Upwards of 800,000,000 pounds of these articles are annually consumed by the inhabitants of the world.

STOPPING TRAINS BY ELECTRICITY.—Messrs. H. Freeman and J. Patterson, New York, have invented a means of stopping railroad trains by electricity, so as to dispense entirely with the services of brakemen. The Tribune says the plan contemplates the arrangement of a Galvanic Battery on the locomotive, under the eye and hand of the engineer, with a rod running thence to each wheel in the train, connected with the differential logs or brakes, and to be connected with the battery by a touch, so as to apply simultaneously and instantly any desirable amount of pressure to every clog. It is computed that a train may be stopped in half the time now required, and with far less jarring, jerking or wrenching of the cars. Scientific men who have examined the plan have certified that it is entirely feasible.—*Exchange.*