

DOMESTIC.

(From the Royal Gazette Extraordinary, Oct. 18th.) The European and North American Railway.

COPY.

Government House, Halifax, Aug. 29th, 1850.

My Lord—

Your Lordship is aware, from the Correspondence which has passed between the North American Governments and the Colonial Office, that for some time past a deep interest has been felt by the people of these Provinces in the promotion of Railways.

So long as hopes were entertained that Her Majesty's Government would aid in the construction of the Line between Halifax and Quebec, public attention was concentrated upon that. As the prospects of its accomplishment became less definite and assured, other projects, either local or intercolonial were discussed, and Resolutions or Laws, having relation to these, were passed during the recent Sessions of most of the Colonial Legislatures.

The construction of the Electric Telegraph, which now not only connects Halifax with the chief towns of New Brunswick and the State of Maine, but forms the most important link in the chain of communication between the Old World and the New, and the success which has attended that appropriation of the public funds, has attracted public attention to the practicability and importance of placing a Railroad beside the Telegraph.

This would give to Nova Scotia and New Brunswick a noble Highway through their territory, connect them by Railway with all the principal Cities of this Continent, and secure to the port selected for the Eastern terminus, commercial advantages with which no port within the Republic could ever successfully compete.

While these views were pressing upon the minds of the leading men in the Provinces the subject was taken up in the State of Maine, and a Convention to which the Colonists were invited, was called to meet at Portland on the 21st July.

The proceedings of that Convention I have now the honour to enclose, (No. 1.) together with the Reports made by the Delegates who attended from Nova Scotia, to the Communities or Committees by which they were severally appointed, (No. 2.)

On the return of those Delegates the public mind in Nova Scotia became very highly excited, particularly in Halifax, and in those Counties through which the Road would pass.

Under those circumstances my Government were required to deal with the question thus raised, and to decide whether they would stand aloof from this movement, and allow a great Highway, which in peace would be a thoroughfare of Nations, and in War might be of vast importance, to be constructed and controlled by Foreign Capitalists, or should at once grasp the enterprise, and by the aid of the public funds and credit discharge towards the country the highest and most legitimate functions of a vigorous Executive.

The latter determination was arrived at, and the opportunity was afforded to declare their policy at a Public Meeting held in the Metropolis on the 14th inst., the proceedings of which will be found reported in the papers transmitted by this Mail.

This movement, which meets my entire approbation, has been received with great satisfaction by all parties. The Address of the City Council, with my answer, (No. 3.) I have the honour to enclose.

The details of this measure have yet to be adjusted, and it may be necessary to send to England some Members of my Government to communicate more at large with your Lordship in reference to them.

In the meantime I should be glad to be informed whether, upon such pledges as have been regarded as satisfactory in other Colonies being given, Her Majesty's Government would be disposed to aid Nova Scotia with its guarantee of such funds as she may find it necessary to borrow in England, in order to construct this Road.—These would not exceed £300,000 Sterling, and would probably be secured not only on the General Revenues of the Province, but upon the Road itself.

Such a Guarantee would enable the Province to enter the market upon the best terms, and effect a large saving in the accomplishment of the work.

The Revenue of Nova Scotia is about £30,000 Sterling, her debt but £37,892 Sterling, of which £47,332 is represented by Province Paper, on which no interest is paid. The permanent and indispensable charges are about £40,000, leaving about £40,000 of surplus Revenue available for public improvements. The Revenue has increased £4,400 within the present year. The increase on the whole would probably be £10,000.

If, therefore, as I anticipate, the Legislature sustains the policy of the Government, they will have the means at their disposal to pay the interest promptly on any loan they may require to effect.

I shall be very much gratified by an early communication of the decision of Her Majesty's Government on this point, and of the terms, and nature of the Securities required. I have &c. (Signed) J. HARVEY.

COPY OF A DESPATCH RECEIVED THIS DAY VIA NEW-YORK.

Downing Street, 21st September, 1850.

Sir.—In acknowledging your Despatch, No. 150, of the 24th ult., on the subject of the projected

Line of Railway from Halifax to Portland, in Maine, I have to express my entire approbation of the degree of support and encouragement given by yourself and the Provincial Administration to this important undertaking.

2. I regard the work as one calculated to be of the highest service to Nova-Scotia and New Brunswick, and instead of considering it as likely to endanger, by competition, the still more important scheme which has been proposed for connecting Halifax and Quebec, I believe that it is likely to prepare the way for the execution of the latter, and that it will contribute to the same end, namely, that of rendering Halifax the great Port of Communication between the two Continents of Europe and America.

3. But, while I am most anxious to promote the success of this enterprise, I regret that the same reasons which have hitherto prevented Her Majesty's Government from recommending to Parliament any measure for affording pecuniary assistance towards the construction of the Quebec Railway, will, probably, stand equally in the way of their advising the guarantee of a Loan for the scheme now in contemplation.

I have the honour to be, &c. &c. &c. (Signed) GREY. Lieut. Governor Sir John Harvey, &c. &c. &c.

Post Office.—We understand that the Provincial Government, which had been previously notified that the control of the Post Office would be handed over by the Imperial Authorities at the close of the 5th of October Quarter, have been informed by a Despatch dated 20th Sept. that the necessary preliminaries having taken a longer time than was anticipated the transfer must be postponed to some later day of which they are to be instructed.

COLONIAL.

New Brunswick.

The Sovereign arrived on Saturday from Hull, fell in on the 23d Sept., in lat. 45 50 N., lon. 52 W., with the cargo Rawlins, David, from Portsmouth, in ballast, out 37 days, for Quebec, in a sicking state, and took from her the Master and crew, fourteen in number, and brought them to this port. The Rawlins fell over on her beam ends shortly after the crew left her.—New Brunswick 17th.

INCENDIARISM.—We regret to state that an incendiary attempt was made on Wednesday night, to destroy the premises in King-street owned by Mr. Fisher, and occupied by Mr. David Collins and others. Two fires were kindled in a shed in the rear of the premises, one of which soon created a light blaze; but fortunately the diabolical attempt was frustrated, by one of the inmates in Mr. Keed's boarding house seeing the flames. The alarm was immediately given, and the fire extinguished. It will be recollected that Mr. Fisher lost a new vessel on the stocks a short time ago, supposed to have been kindled by an incendiary, and it seems that the same fiendish spirit is still at work with his other property.—We blush for human nature that so reckless and degraded a being could be found in our midst. This is a warning to all house-keepers to look well to the fastenings of their premises.—16 19th.

NEW BRUNSWICK GRAPES.—We were yesterday presented by the proprietor of the St John Nursery with a large, ripe, and finely flavoured bunch of grapes, raised at that establishment, which may well challenge comparison with those raised in any country. Also a bunch of Dahlias, which for formation and variety of colours, it will be hard to beat. Mr. Harris deserves the greatest credit for his endeavours to promote the growth of fruits and flowers, in which he has been very successful.—16.

MINERAL WEALTH OF NEW BRUNSWICK.—A short time since we alluded to the agricultural and mineral wealth of the County of Albert, and every account which reaches us from that quarter adds to our estimate of its resources and capabilities.

We now learn that an immense deposit of the purest white gypsum, which exists in the parish of Hillsborough, is about to be extensively worked. A specimen of this gypsum has been exhibited to us, which is as pure and nearly as white as Italian alabaster. The quarry has become the property of Mr. Fowler of the Lubec Plaster Mills, who has, within a few days, contracted for the construction of a railroad about four miles in length, to Gray's Island on the Petedodiac (near the residence of W. H. Stevens Esq.), where there is a safe and convenient place for shipping.

If we are correctly informed, no gypsum in any degree equal to the Hillsborough gypsum has yet been found in North America, except at the Magdalen Islands. From the great superiority of the article, we have no doubt it will supersede all others for stucco, and other purposes connected with the arts; and as it can be had in almost unlimited quantity, its working will add so much more to the wealth of the County of Albert, and of the Province generally.—Courier, 19th.

NEW MANUFACTORIES.—We learn that in addition to the Paper Mill now about being constructed by the Messrs. Philips at the Water Works, an American is now looking for a site for a Powder Mill. He is about to erect this in anticipation of the demand for Powder which will be occasioned by the Railway and the mining operations now about being commenced.

A new Pail Factory has also been got up by Mr. Thomas Miller, above the Falls.

Is there not enterprise or energy enough among our young Bluecoats to induce some of them to help toward getting their country ahead in the way of manufactures.—16.

Canada.

We regret to learn that Mr. Robert Coles, late a Teller in the Branch of the City Bank, Quebec, has absconded. It is believed he did so on Saturday evening or Sunday morning last, and is supposed to have gone to the United States or the Lower Provinces,—most likely the latter.

The description given of Mr. Coles is, that he is a man of 5 feet 10 or 11 inches in height, of a fair complexion, light hair, aquiline nose, aged about 35, and on the whole a good looking and portly person, by birth an Englishman.

We learn a reward of \$1000 has been offered for any information which may lead to his arrest.—Montreal Gazette 12th.

Mr. Gough's last lecture was a perfect "jam." Every pew and aisle in the church, every place where a person could stand or sit, was filled with a highly respectable and "fashionable" audience, and many went away unable to obtain admittance. He spoke for nearly two hours, so much to the entertainment of his audience, that they appeared ready to listen for two hours longer.—16.

The closing scene of the Mechanic's Exhibition, last night, says the Globe of 10th instant, passed off with the greatest eclat. The City Hall was crowded to excess with visitors, before the arrival of His Excellency the Governor General, who kindly consented to present the prizes in the different departments to the successful competitors. His Excellency, who was accompanied by the Countess of Elgin and Lady Elina Bruce, was received with the greatest enthusiasm. Several resolutions were proposed, and addresses delivered. His Excellency's speeches sustained the high character for eloquence and ability which Lord Elgin has so deservedly won, and drew forth the most rapturous plaudits.

The Quebec Chronicle states that His Grace the Archbishop of Quebec was struck with paralysis about noon on Tuesday last, and that but little hope is entertained of his recovery. His Grace was worse on Thursday morning.—16.

The Soldiers of the XXth Regt., have presented Lt. Col. Hora with an address, requesting that gentleman to make known to the Montreal Temperance Society the high estimation in which the members are held by the XXth; also thanking Mr. Gough for his labours among them; and last, not least, intimating to Lt. Col. Hora their irrevocable determination never to take "another drop" as long as they live.—Chronicle.

TRADE WITH CANADA.—A day or two since, we noticed the arrival at this port of the schooner Stickselona Capt. Kehoe, from Halifax. As some few particulars of her trip may be interesting to our readers, we give what we have been able to gather. The Stickselona, was built for the lake trade, 202 tons burthen, by measurement, 8 feet draught of water, but with slip keel, draws 13 feet. On her outward trip she carried 2200 blba. Flour, and arrived at Halifax in twenty-one days after sailing from St. Catharines. The market was tolerably well supplied when she arrived at her destination, but nevertheless, a sale of the cargo was effected immediately. On her return, she loaded with fish, molasses and sugar, and arrived here in twenty-five days from Halifax. Part of her cargo she unloaded at Quebec, and replaced it with goods for the Upper Canada trade at Montreal; the remaining part of sugar and molasses she sold immediately on her arrival, on advantageous terms.—Toronto Patriot.

Our enterprising townsman, James Blain, Esq., who has been on a trading voyage to Nova Scotia, Newfoundland and other distant places, returned home on Tuesday, bringing with him a schooner freighted with sugar, fish, &c. Mr. B. took away from this region a large cargo of flour and it is to be hoped that his speculation has been sufficiently profitable to induce him to continue in the new trade he has assiduously opening up; certainly there is nothing more gratifying than to witness the commerce increasing between Canada and the other British colonies.—Niagara Chronicle.

UNITED STATES.

ANTI COMPROMISE MEETINGS, NORTH AND SOUTH.—It is an observable fact, that while the people of the Northern States are getting up indignation meetings in reference to one measure of the great compromise plan, the people of the South are equally busy in denouncing other measures. While open and armed resistance to the Fugitive Slave law is advocated in Massachusetts, in South Carolina a public meeting denounces the admission of California, the Texas Boundary bill, and the abolition of the Slave Trade in the District of Columbia, as "such gross violation of every principle of common justice, of the equality of the States of the confederacy and the spirit and letter of the constitution, as to fully justify the people of the Southern States, in resistance at every hazard to the last extremity, EVEN TO A DISSOLUTION OF THE UNION, leaving the consequences to those who caused them."

Thus extremes meet. The ship Larch arrived at New Orleans on the 7th, with every body aboard of her down with Chagra fever. Two out of four of the passengers had died, and there was not enough of the crew left to work the pumps.

MEMPHIS, TENN., Oct. 15.—We had a killing frost on the 8th inst. The injury to cotton is estimated at 209,000 bales.

GREAT MAIL ROBBERY.—Philadelphia, Sunday, 9 P. M.—Three post office pouches were stolen last night. All of them made up in New York yesterday afternoon: one for Wheeling, supposed to contain all the letters from that place

to St. Louis and intermediate points; one to Richmond, Va., and one to Wilmington, N. C. The postmaster has recovered about a bundle of opened letters, and several checks and drafts. All the letters containing money were carried off. It is not known how the bags were stolen from the mail car. The robbery took place between three miles distant. The mail agent is much censured. The amount of money stolen is variously estimated at from one to two hundred thousand dollars. All opened letters, (about one thousand) drafts and checks have been returned to New York. The mail agent was newly appointed and not fully conversant with his duty. Serious Accident.—New York, Oct. 12.—At the falling of the pier, No. 8, yesterday, two labouring men were drowned. Also an apple woman, who had a stand beside the ship Western World, that was unloading. Two coloured men were seriously injured. About seventy or eighty feet of the wharf is wrecked, and the rest is very dangerous. The plating of so large a mass of iron, 150 tons, on the wharf, was considered highly imprudent. The bodies have not yet been recovered.

IMPORTANT FROM DETROIT.—More Negro excitement in Michigan.—Bloodshed &c.—Detroit, Oct. 14th.—The utmost excitement prevails here to day, owing to the attempts to re-capture one or two fugitive slaves from the South. The house of an Irishman, who was first to inform of the negroes whereabout has been attacked. Fine arms were freely used on both sides, and blood has been shed, to what extent, in the hurry of the moment, I have not been able to ascertain.

About three hundred negroes are encamped at Sandwich, on the Canadian shore, opposite Queens. Most of those are runaways from the United States. They do not hesitate to threaten the whites, that may attempt to molest them.—All runaway negroes are invited to come to their encampment.

The "friends of freedom" including of course a great many furious Abolitionists, are now holding a mass meeting.—His Honor the Mayor presiding. Speeches were made by Hon. A. Buchanan, and Messrs. Joy and Emmons. The most serious apprehensions of further trouble are entertained. The prisons where the fugitives are incarcerated, however, are well guarded, and rescue is very improbable. The Centenary Cottage at New Orleans has been destroyed by fire: loss \$30,000.

MISCELLANEOUS.

FROM HAVANA AND THE SOUTH.—Havana dates to the 6th renew the old rumors of another invasion. The stock of molasses was small, with sales of two and a half reals. Sugar dull, owing to the high views of holders. The lower grades were most inquired for. Coffee active.

The Washington National Intelligencer, of Saturday, says that the British Government has withdrawn all its demands for port and other duties from the harbour of San Juan de los Rios, and the navigation of that noble river and the lakes connected with it are fully open to American enterprise.

The report of the London Zoological Society shows that since the arrival of the hippopotamus in London, a period of fourteen weeks, 304,000 persons have visited the society's gardens.—These at a shilling each, have paid the society no less than £11,349.

The King of Prussia has ordered that the "Louisiana order" for ladies shall be renovated and conferred upon divers ladies, who distinguished themselves during 1818 and 1849, by aiding sick and wounded soldiers, and other acts of patriotism humanity and generosity.

THE BRITISH NAVY.—The following is the actual number of ships in commission, the place where stationed, together with the number of guns and men. At Portsmouth 23 ships, 690 guns, 4,196 men. Devonport 14 ships, 308 guns, 1,823 men. Sheerness 13 ships, 190 guns, 600 men. Coast of Ireland 6 ships, 71 guns, 421 men. Woolwich 5 ships, 33 guns, 256 men. Chatham 2 ships, 7 guns, 300 men. Pembroke 2 ships, 12 guns, 48 men. Lisbon squadron 6 ships, 294 guns, 2,930 men. Mediterranean 23 ships, 739 guns, 7,467 men. North American and West Indies 14 ships, 322 guns, 3,188 men. Pacific, 12 ships, 245 guns, 2,463 men. East Indies 19 ships, 308 guns, 3,206 men. South America 8 ships, 93 guns, 2,792 men. Cape of Good Hope 7 ships, 74 guns, 767 men. Ships and Troup ships 4, 33 guns, 378 men. Discovering Ships 12, 30 guns, 712 men. Surveying Ships 17, 73 guns, 920 men. Steam Packet 5, 5 guns, 84 men. Making a total of 221 ships, 3,395 guns, and 32,686 men. Besides the immense force it is well known that all the ocean steam ships under contract for carrying the Mails are liable to be called upon at any moment to be fitted for the purposes of war.—Chronicle.

WIVES WELL APPRECIATED.—The clergy of the Greek Church are permitted to marry while in deacon's orders, but their bishops and monks are unmarried. If, however, the wife of a papas dies, he cannot give her a successor; and it is said that the knowledge of this gains for her a larger amount of respect and attention than is usually the lot of her sex in the East. A friend of mine, who had resided some time in Syria, was surprised on entering the house of one of the principal priests, to find the reverend papa washing with his hands the linen of the house-hold. On inquiring the reason, the papa replied, "I do this to save my wife labour, that she may live the longer; for you know, O Krys, that the law of our church does not permit me to have another, and I wish to keep this as long as I can."

EDWARD D. ASST. MATTHEW in Case No. 16 Hall's COLE April 8 JOHN W. COLE from his for to the old Me will be than OLEUM J For the in. Idenma star remedy intelligent in effect as The Subst supply of U transparen A pamphl which grat Hall's, I HOTTIS I H reformate a number A few sught the inction, fo food for inv oaded. H should alw be considered the Roma who use it a vantage ori stated that were conti attacks of c of the same coffee, or it We cannot ed to mind have been And it has making ood prevalence of Vegetable the last, tal wants, to h shaft of th white to be seen secur B considerat of the Medi vinas, it h commerce. Hon. and E. F. TOM'S M Building. CHARLI Capital gate Street James II Jones, for Thomas Claxton Dr. Chas Agnew, for The Age tion in th the progru rally lo ry, and th and great t both a Ste aured: I some case of Italy; three and adied was mortality found to B The above to be co favourable Policies of come in o days allow 4er, and month, it amount in five years from Eng may meet Policies a possibi. T orally and favourable as above: d duty of ev provide fi and in n ly as by I by on a l. To be us very un here had dangerous Applica to their r all necess of expen mail man Jan 5.

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