

COLONIAL.

New Brunswick.

THE RAILWAY.—A Despatch of more than usual importance, says the St. John, N.B. Church Witness, has just made its appearance in this Province from Earl Grey, in reference to the Railway measures enacted at the last Session of the Legislature. It is with deep regret that we record the decision to which his Lordship has arrived, not to recommend the Facility Bills, (so called,) for Her Majesty's confirmation,—regret, not only for the delay which is thus unnecessarily interposed to our proceeding with the important undertaking in question, but also for the unhappy consequences which, it is not difficult to foresee, must arise from this ill-judged interference with our local legislation, to prevent the operation of an Act in which our dearest hopes are involved. Every inhabitant of the Province, who is capable of forming an independent and unprejudiced opinion, must feel hurt by the course his Lordship has taken, and we fear that a spirit of discontent will be excited which it may be hard to allay.

We subjoin a copy of this important Despatch, and may refer to the subject in our next.

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 three 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 the European and North American Railway (2062); and an Act to facilitate the construction of a Railway from St. Andrews to Quebec"—2063.

Having referred those 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 these 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 2062 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 line 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 shall 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 feel 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 these pointed out by the Commissioners as being required to secure 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 moderate rates of charge.

I am not as yet enabled to express a positive opinion whether the Act No. 2063 ought to be confirmed; this question is still under consideration, but I hope to have it in my power to inform you by an early opportunity what decision may be adopted with respect to it.

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., GREY.

In the last number of our paper, the Sunday

School connected with Trinity Church in this City was called "the Parent School." A writer who styles himself "A friend to the Witness" informs us that a Sunday School had been established, in connexion with the Wesleyan Methodists in this City, as far back as the year 1809. If so, this school is by several years the predecessor of that in connexion with Trinity Church, and we are anxious both that the truth of this case should be shown, and to tender our thanks to the writer in question for information he communicated.—B.

THE FISHERIES AT THE NORTH.—The Gaspe Gazette of the 19th June says:—

From all parts of the coast we continue to receive the cheering information, that there is abundance of Cod Fish. Our fishermen are busily engaged, and the take of fish up to the present, is much greater this year than for a number of years previous.

The weather has been very cold, much rain has fallen, and we hear that several fields of Wheat and Potatoes have rotted in consequence.

COLONIAL RAILWAYS.—We are gratified, beyond the power of language to express, in having it in our power to announce that the meeting of Delegates at Toronto was one of the most satisfactory character, and that arrangements were then and there made, which in their results will lead, at no distant period, to the commencement, the construction, and the ultimate completion of the Halifax and Quebec Railway, and of the European and North American Railway! And further, that with reference to the costs of these great and truly national works, New Brunswick will not be asked or expected to assume any liability, or incur any burthen, beyond what is right and proper—not a particle beyond what the people can cheerfully and readily bear—not exceeding what they will be willing, gladly willing, to assume!

In Canada, legislative action will take place at once. On the return of the Hon. Mr. Howe to Nova Scotia, the public will be informed of the course intended to be pursued there, and by that time we shall be fully advised of what is likely to be done in this Province.

We have no hesitation in saying, that the Halifax and Quebec Railway, and the European and North American Railway, may from henceforth be considered fixed facts! They will positively be built—they will be built on terms advantageous to New Brunswick—and they will be completed in the shortest time possible consistent with a due regard to economy.

Success to New Brunswick, and all North America! There are better and brighter days in store for us Colonists than the most sanguine ever imagined.—New Brunswicker, 5th.

LATER FROM FREDERICTON.—We learned from Fredericton last night, that with a view to the speedy commencement of the two great Railways, and the consequent emigration to this Colony of large numbers of intelligent and comfortable men, and "jolly farmers" from Old England, the Executive of this Province has just ordered the immediate survey of a large tract of country between the Shediac and Richibucto rivers, the same to be laid off into Townships of five miles square, and to be divided into mile and quarter mile sections, as in the United States. Surveyors will be set to work without delay, and the survey will proceed vigorously. The first blow is struck: the GREAT WORK of colonizing New Brunswick, by means of extensive Public Works, on an enlarged and liberal scale, from this moment has a beginning, and the progress of the country may be said to be commenced.

We cannot but rejoice that we have in this Province some able men, who, without saying much, effect a great deal; and who, without that continual babbling which we hear from those who ought to know better, are content to do their work, and do it well, leaving it to be talked about afterwards.—B.

A CRASH.—On Thursday evening, the props under the buildings on the Long Wharf, in Portland, formerly owned by the Mechanics' Whale Fishing Company, gave way, and the whole fell to the ground. The buildings contained a large quantity of salt and other articles, a considerable portion of which was recovered, as the tide was low at the time. Fortunately no one was in the buildings at the time of the accident.—B.

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, who have spared no pains in her construction, and have thus added another to the many superior vessels built by them. The Merlin is commanded by Captain Valpey, formerly of the Charles Cheltoner.

On Tuesday the Steamer Pilot towed into the harbour from Sackville, a new Ship, built at that place by C. Boultonhouse, 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.—Courier, 5th.

Canada.

The Census Returns for U. C. show the population to be upwards of 2,300,000. It is evident that so far as increases of this kind of production

is concerned, there is neither ruin nor decay. The taking of the census in L. C. has proved a failure, so that we have no means of comparing the present population of the two sections of the Province.—Patriot.

GREAT WESTERN RAILROAD.—This important undertaking is moving rapidly forward. About 300 men are kept regularly employed, and much excellent work has already been done. The funds of the Company are in a satisfactory condition; and the affairs of the concern seem to be exceedingly well managed.

DEEPENING THE ST. LAWRENCE.—A report has been made to the Canadian Parliament, in favour of deepening the St. Lawrence river. It states that for ten or fifteen thousand pounds, the navigation might be opened so far as to permit a vessel to descend from Lake Ontario to the river with 10,000 barrels of flour.

CANADA.—A despatch from Toronto, Canada, states that Attorney General Baldwin has resigned his office, in consequence of the desertion of his Upper Canada friends, in the vote to abolish the Court of Chancery.

The total estimated expenditure for the current year, is £657,342. The estimate for public works alone amounts to £186,450. For six Light Houses in Lower Canada, the sum of £32,500 is required. The Revenue is put down at £751,625.

West Indies.

His Excellency Governor Elliott closed the second and opened the third Session of the present Bermuda Parliament—all within the space of twenty-four hours. A Bill of Supply and Appropriation had been rejected by the Legislative Council, which rendered the above steps necessary.

Ship Caroline, of Bristol, was burnt to the water's edge on the 15th April, when 35 miles S.W. of Saba. The crew took to the boats, and were fallen in with by the Sloop Henrietta, and towed to St. Thomas.

A Cast Iron Lighthouse has reached Barbadoes.

The passing of the annual Tax Ordinance by the Combined Court of Demerara, and the closing of that Assembly, may be considered as the principal events that have occurred in the colony since the departure of the late mail of the 12th inst. The following is an extract from the valedictory Address with which His Excellency the Governor took leave of the Court:—

"You have accomplished a revision of the Tariff, making reductions which at former rates of consumption, will benefit consumers to the extent of nearly \$120,000 a year; you have materially lightened the Tonnage dues and fees exigible from shipping; you have reduced several of the Licences affecting retail traders; totally abolished the Income Tax, and put the Produce Tax, for whatever period it may be continued, on a sounder footing."

UNITED STATES.

THE GREAT WESTERN RAILROAD.—The contemplated Railroad through Canada West is exciting great interest among the people of Michigan. The Mayor of Detroit, in pursuance of a resolution of the Common Council, has called a meeting of the citizens to consider such measures as shall secure the co-operation of the city. It is the connecting link of a great line of road running through the heart of the country, connecting the Atlantic with the plain of the lakes, and the lakes with the great valley of the Mississippi, as the following table will show:

Table with 2 columns: Miles and Route. Rows include: The Western R.R. from Boston to Albany, 199; From N.Y. to Albany, Hudson River R.R., 144; From Albany to Niagara Falls, 300; From Niagara Falls to Detroit, 224; The Michigan Central Railroad, 227; From Michigan City to Cairo, 157; From Michigan City to Chicago, 51; From Chicago to Galena or Dubuque, 182.

Making the distance from New York to Cairo, at the junction of the Ohio and Mississippi rivers, about twelve hundred and fifty miles. The road from Chicago to Cairo will be done in about two years. This is a most direct line, making the distance from St. Louis to New York by this route 1206; via Cincinnati, 1528 miles. From Cairo to New York Northern 1256 miles; via Cincinnati 1385 miles; difference 130 miles.

It is difficult to realize the vastness of the Railroad enterprises now in contemplation; and yet they are practicable in character, and can be accomplished in comparatively brief time. For instance, it is expected and intended that the road that shall traverse Illinois, to the junction of the Ohio and Mississippi, will be continued from that point across a corner of Kentucky through Tennessee and Alabama to Mobile.

This is the greatest Railroad enterprise in the world; passing through twelve degrees of latitude, the extent of the tract to Portland, in Maine, being about eighteen hundred miles.—Congress has made a magnificent grant of land to the Mobile road, and the work has already been commenced at several points on the line, and it is thought more than one hundred miles from Mobile, north, will be in running order during the present season.

FIRE.—The Shadwell Cotton and Woollen factory, at Shadwell, Va., owned by J. Timberlake, was destroyed by fire on the night of the 21st ult. No insurance. Loss estimated from 100 to fifty thousand dollars.

The extensive distillery and flourishing mill of S. M. Spencer & Co., at Oak Orchard Creek, in Orleans county, N. Y., were totally destroyed by fire a few days since. A large amount of grain and flour was destroyed. Loss over forty thousand dollars.

The N. Y. Evening Post announces that the Nicaragua route to the Pacific is now nearly ready for travel. The new steamer Prometheus is the first of the line, and will sail from New York on the 14th July, direct for San Juan, from whence passengers will be transported by the river and lake, in a new iron steamer, to within twelve miles of the Pacific, and from thence on a good road to San Juan del Sur, where the splendid ocean steamer Pacific will be in readiness to transport them to California.

Since the completion of the railroad to Whitehall, the travel on Lake Champlain has nearly doubled, and the time hitherto taken to go from New York to Montreal has been materially shortened. The passenger leaves New York at 6 p.m., arriving at Whitehall the next morning at 10; proceeding thence by the steamer, he arrives at Montreal the same evening, enjoying on his route through Lake Champlain some of the most beautiful scenery in the world, and finishing the journey in about 24 hours.

IMMENSE FRAUD ON THE GOVERNMENT.—Under this head, we observe some accounts of a great rascality perpetrated on the government through one of the Commissioners on Mexican Claims. We understand that he represented himself as the former owner of a mine in San Luis Potosi, worth some millions, which he lost during the troubles, backed up his claim by forgeries, and obtained something over \$400,000, while the principal has departed for Europe.—Boston Courier.

By the fire in San Francisco not a single place of public worship of any kind has been destroyed. Every gambling house, with the exception of three, was destroyed.

A recent arrival at St. Louis reports that at least 4000 of the Sioux Indians had fallen victims to cholera and small pox, during the last winter.

MISCELLANEOUS.

A VETERAN LADY.—A lady from Vermont, by the name of Fletcher, has within a few days been on a visit to some of her descendants near Boston. She is over 90 years of age, and is so much better able to sustain the fatigues of a long journey than some of her children or her children's children, that—separated as they now are by a distance of 150 miles or more—she, rather than they, assumes the burden of journeying, to fulfil the duties of family affection. Mrs. Fletcher, as we are informed, was married at the age of 15, lived with her husband 55 years, and reared a family of 12 children. She has always done her own house work, including the care of her numerous family and the labour incident to a small farm; and within two years she has had the whole care of the milk of three cows, fresh which, in one season, she made 279 pounds of butter, and 435 pounds of cheese. It is obvious that her cares and toils have been a wholesome exercise to her, rather than a wearing and wearying drudgery; for now, almost a centenarian, she bears marks of the freshness of health, and not one in a hundred ladies of 25 years of age can excel her in erectness and gracefulness of form. In coming from Vermont, she travelled 127 miles in one day, without any special fatigue.—Boston Traveller.

CALIFORNIA LION.—We gave some time since an account of the capture of one of these ferocious animals at Nicholas. It was caught in a trap and afterwards strongly secured in a cage. The animal was brought down to our city yesterday on board the Gov. Dana. The longer it is confined, the more ferocious it seems to become. It has a small head and a long smooth tail. It is about three feet high, and nine feet long from the tip of its tail to its head. It is exceedingly powerful, and is armed with huge claws, pieces from which it frequently strikes off when it makes a dash against the bars of its cage. We understand that it is seldom to be found in California and resembles somewhat the South American lioness.—California.

THE POTATO ROT.—The sifting of air-sifted lime upon the vines while wet with a heavy dew or rain, is recommended as an excellent preventive for the potato rot.

ECONOMY OF STEAM POWER.—In Mr. McCnoll's timber yard and saw mill at Liverpool, steam power has been applied to work the travelling cranes used to convey the timber about the yard. Each crane, when worked by hand, required four men, whereas the steam crane is worked by a man and a boy only, and does double the work, the wages being about three hundred and thirty pounds per annum in one, and sixty seven in the other. The steam machine will carry thirteen logs of timber, weighing together nineteen and a half tons, one at a time from one end of the yard to the other, a distance of one hundred feet, in twenty-six minutes, at a cost of less than sixpence.

JOHNE IN THE AIR.—M. Chatin, Professor in the School of Pharmacy at Paris, lately read a paper before the Academy of Sciences on the presence of iodine in the air, and its absorption by the system in the act of breathing. He has so detected the presence of iodine in rain and snow water.

A grain of prudence is worth a pound of craft. Poverty wants some, luxury many, avarice a times. The heart is the treasurer of the senses.