THE OBSERVER.

St. John, Tuesday, November 4, 1845.

ENGLISH MAIL.

To the politeness of James Whitney Esq. of this City, we are indebted for a copy of Willmer & Smith's European Times of the 19th ult., from which we make copious extracts. Mr. Whitney came passenger in the Cunard Steamer Caledonia, which arrived in Halifax on Saturday last, and from thence he took passage in his own steamer the North America, and arrived here last evening.

(From Willmer & Smith's European Times, Oct. 19)

Railroad Communication with Canada.—We are glad to see by the papers which came to hand on Tuesday, by the Britannia, that the important project for connecting Quebec with the Atlantic, via Fredericton and St. John, N.B., with Halifax, is exciting that attention in Canada, New Brunswick, and Nova Scotia, which the importance of the subject demands. As a great and energetic scheme for connecting the Mother Country more immediately with her North American possessions, it is deserving of all praise; and in a mere pecuniary point of view, considering the great interests involved, the daily increasing trade which will be still further opened up by its instrumentality, and the vast saving of time by the tedious route of the St. Lawrence, it is one of the most bold and happy schemes which has recently occupied public attention. The extent of the lines—they will approach 600 miles in length—appears in its present shape sufficiently extensive; but the views of the spirited projectors go beyond Canada West, and extend as far as the shores of the Pacific! Viewed in this light, it is an undertaking in which the commerce of the world, but more especially the commerce of Britain, is immediately and deeply involved. A scheme so gigantic ought to have the support of the "powers that be," and we are glad to learn that in addition to the aid of the Colonial Government, it is in favour with and has received the patronage of the Home Government. But at present it would seem that the projectors do not contemplate going beyond Canada. * *

Foremost in point of importance may be named the projected line from Boston to Burlington, with a branch to Montreal, which would absorb the Eastern trade of the Colony: and next is the one at which we have glanced above, from Halifax, through New-Brunswick, to Quebec, with a branch to Montreal. Halifax and St. John are both good stations, open at all seasons of the year, particularly the latter: but the projectors of this great scheme, or the Colonial Government, will not do justice to themselves, unless they improve the approaches to these harbours, and make it as safe a port for the arrival and departure of vessels as possible. In our paper of the 19th of July we suggested the adoption of bell buoys and lighthouses off Halifax, and along the coast east and west of Nova-Scotia. The same improvement is requisite at the port of St. John: which, we have no doubt, would be adopted by the spirited inhabitants of that province.

The scheme, we observe, is extremely popular with the press and the capitalists in both provinces. The meeting held in Halifax, on the 2nd of the present month, at which the Honourable the Attorney-General, the Speaker of the House of Assembly, and J. B. Uniacke, Esq., delivered powerful and argumentative speeches on the project, as well as those held at St. John and Fredericton, cannot fail to have its effects upon public feeling at the present moment on both sides of the Atlantic.

If this new and really magnificent undertaking be placed before the public on this side of the water, in a proper manner, it cannot fail to command the attention of capitalists.

We understand that George Hudson, Esq., M. P. the largest holder of railway property in England, gives his support and influence to this undertaking.

In reference to railway communication, our attention has been called to another project—that of connecting the Bay of Fundy at St. Andrew's, N. B., by a branch to Fredericton, which would not be over 40 miles, thereby making another outlet at the mouth of the Bay of Fundy; and that, too, through a country offering no obstruction to its construction at a small expense. The letter, in another column, of our correspondent, Mr. Wilson, a gentleman of great enterprise and respectability, will be read with much interest.

We are pleased to learn that through the active influence of G. R. Young, Esq., of Halifax, who is now in England, there is a probability of a railroad being made from Halifax to Windsor.

COMMERCIAL.

A variety of causes may be adduced to account for the present stagnation. Foremost is the railway madness. It swallows up all classes and shades in its vortex; the steady merchant and the reckless gambler are alike bewitched by its allurements, and sage grave men, whose organization would seem to put them out of the way of temptation, act like persons labouring under stimulating draughts, and increase by their conduct the general madness. Again, there is the fearful deficiency in the potatoe crop, and a bad grain harvest—circumstances in themselves appalling, and under the influence of which the Cotton market may yet shrink like scarched parchment. Then there is the rise in the rate of interest by the Bank of England, which points, amongst the other breakers ahead, to a scarcity of money, and the derangement of the exchanges, consequent on the large sums of gold constantly leaving the country to invest in continental railways. Finally, there is the prospects of the new crop in the United States, respecting which there is but little anxiety felt—nothing, in short, at all likely to act as a counterpoise to the prevailing despondency.

The price of Corn is rising rapidly; and on this head we need do little more than refer to the ample details in our market returns. The weather lately has been most wretched, and even at the present moment large patches of uncut grain are exposed to the pelting of the elements in the north of England and in Scotland, while, as we have stated previously, the position of matters in Ireland is even worse.—Damp corn enhances the value of fine wheat; and those who possess the latter, calculating on a rise, evince no desire to part with it.—The market is therefore scantily supplied, and improvement in the price is the result. As to the general yield of the harvest, the authorities differ; but it seems undeniable that the wheat crop will be under that of last year—though not to the extent that some alarmists would fain induce the world to believe.

The Money market shows symptoms of wavering under the black clouds which appear in the distance. During the last few days the price of Consols has declined one per cent., and the value of Money is higher. The Share market may, on the whole—of course, notwithstanding the fever, we are speaking comparatively of the bloodheat—be pronounced duller. [illegible] of the shares have receded in value, and [illegible] price of almost every kind of scrip is lower. [illegible] Iron trade is brisk—how could it be otherwise?—and there continues to be a greater [illegible] than the trade can supply. The price [illegible], of late years, has advanced enormously; [illegible] from the present position of matters, it [illegible] is likely to advance still higher.

Postage.—By a treasury warrant, published in the London Gazette, it is ordered that newspapers, [illegible] foreign or colonial, passing between Brit[illegible] or colonial and foreign ports, through the [illegible] post, to pay 2d.; if not through the British [illegible] 1d. Such papers passing between places in [illegible] North America or British West Indian [illegible], to pay a uniform inland rate of 1 1-2 d. [illegible] supplement to be charged as a seperate [illegible], whether enclosed seperately or not, [illegible] newspaper, price-current or commercial list shall [illegible] conveyed by the post under the regulations of [illegible] warrant, unless there be no writing or mark [illegible] except the name and address of the per[illegible] to whom sent.

The late Mr. William Masterman, the wealthy [illegible] eminent City banker, has left funded and per[illegible] property, independent of his real estates, to [illegible] amount of nearly £160,000.

Timber.—[From the Circular of Messrs. Chaloner, and Fleming.]—Since the 1st instant the arrivals consist of 23 vessels of 12,638 tons, from British America. More regularity has prevailed on the quays, and a better system as regards the discharging and removal, having been acted on, and the consequence has been, a firmer state of the market. American Pine Timber.—Of St. John, one cargo 19 inches average, was sold at 19 1-2 d, one 18 inches at 18 1-2 d, and 19 1-4 inches at 19 1-2 d, one 18 1-4 inches at 18 1-2 d, and 19 inches at 19 1-2, one 19 1-2 inches at 19 1-2 d, one 19 3-4 inches at 20d, and one 20 1-8 inches at 20d. per foot. Of Quebec, several cargoes have been sold at 16 1-2 to 17 1-2 d per foot, and some cargoes, of very good quality, and large average at 17 1-2d per foot. Red Pine, with cargo, has been sold at 20d to 21d, and apart, 22d per foot. Birch, St. John, with cargo, has been sold at from 14d to 17d per foot, a parcel of Prince Edward's Island, at 16 1-4 d, and St. John's of very good quality, at 21d. per foot. Quebec Deals, with cargo, have been sold at 27 to 9 per standard c.c, and apart, a parcel of Spruce, at £10 5s per standard c.c. New Brunswick and Nova Scotia First Planks and Boards, St. John's, Spruce have been sold, with cargo, at 2d to 2 1-4d per foot, and, in like manner, a parcel of 7000 at 2 1-2d per foot. A cargo of St. Stephen spruce, has been sold at 2 5-8d per foot. Lathwood, with cargo, at St. John and Quebec, have been respectfully sold at 60s per fathom.

It is said that the Duke of Wellington and Sir Robert Peel have quarrelled in consequence of the former wishing to settle the disturbances in Ireland with the bayonet.

The failure of the Potatoe Crop in Ireland is spoken of as quite distressing.

The dock yards and naval arsenals of England, exhibit extraordinary activity at the present moment.

Death of the head of 'Young Ireland.'—The repeal agitation has lost an able, enthusiastic, and, withal, an honest champion by the untimely death of Mr. Davies, the principal editor of the Nation newspaper, who died in Dublin from the effects of a gastric fever. Mr. Davies had barely entered the prime of life, being little over thirty years of age, and the columns of the journal over which he presided since its establishment bore ample testimony to his capacity as a writer of no ordinary ability. The Repeal Association attended the funeral of the lamented gentleman.

Ireland.—The Irish College bill had produced a decided hit in the ranks of the Irish clergy. Seventeen of the prelates had protested against the system, while nine were in favor of it. The Primate and Archbishop of Dublin were in favor of the Colleges. The Government meantime, was pushing on the arrangements for the completion of the seminaries, and it was expected that the close of a year would see them nearly or quite ready.

Extensive floods, causing much damage have occurred in the North of England and Scotland. Much corn which remained in the field was carried away, as also sheep and cattle, some lives were lost.

The railway mania knows no abatement; it appears on the contrary to increase.

The Smyrna journals record the commission of another act of daring piracy. A vessel bound from Latakia for Smyrna had been boarded near the Stanchin, and plundered of 60,000 piasters.

Mr. O'Connell has been holding forth at Kerry, in a repeal speech, pregnant with the usual topics.

The Wheat crop in England is now known to be very far below an average. The turnip crop is threatened with a distemper like the potatoe plague.

Willmer & Smith sum up a long review as follows: 'It is therefore, too certain that the total produce of the kingdom must be regarded as short of usual years, and a steady and progressive rise in the value of bread stuffs, must be expected.'

Famine with all its horrors appears to be staring at half of old England's population, and an all pervading cry for civil and religious freedom rises on every hand.

The celebrated Ibrahim Pacha, it is said, intends to visit England in the spring.

The next Annual Wesleyan Conference will commence at Bristol the last Wedensday in July.

An explosion took place on Thursday, at a firework manufactory at Harlow, West Marsh, by which two men lost their lives.

The Duke of Wellington has imported between two and three hundred French foxes, and turned them loose on his domainat Stathfieldsaye.

The two fanatics, who, in Exeter, lately predicted the end of the world on the 10th of October, stated in their treaty for the Royal Subscription Rooms, that they should want them again next year.

Sir Henry Pottinger.—It is stated that Major-general Sir Henry Pottinger, who is now on a tour in Scotland, with Lady Pottinger, will receive the colonelcy of the 72th foot, rendered vacant by the demise of Sir William Hutchinson.—*Morning Chronicle.*

One of the manufacturing firms of Sheffield, apologising to a customer for not having completed an order, attributes it to the injurious effects which he affirms are resulting to the trade from the railway pleasure trips and gipsey parties now so frequently indulged in.

Singular Match at Cricket—Arms versus Legs.—The return match between 11 one-armed men and 11 one-legged men of Reading, has just taken place. The first match was won by the one-arms, beating their opponents by 39 runs. They were also successful upon the last occasion, the score being as follows:—One-armed, first innings, 84; second innings, 81—total, 165! The one-legged, first innings, 64; second innings, 98—total 162.

The "Stags" on the Stock Exchange.—It is a curious fact that persons who have been for years wandering about London in a state of almost utter destitution have been metamorphosed into sharebrokers, and appear in "the Lade" ammongst their brother dealers in attire which would reflect credit on the skill of a west-end Schneider,

The Russian Navy.—The Cologne Gazette contains an article declaring that Russia is busy, summer and winter, in her dockyards at St. Petersburgh, and that she has lately introduced Paixhan's mortars into her navy. She posesses in the Baltic at present, A ship of 120 guns, 3 of 110, 15 of 84 12 of 74, 30 of 64 to 44, and 120 of less power, amongst which are steamers armed for war. In the Black sea she has 2 ships of 120 guns, 2 of 110, 12 of 81, 8 of 84, 8 of 60, and 10 of 44, and 100 smaller vessels in the Caspain and White seas.—(*Globe.*)

Agents for Colonies.—A parliamentary document has just been issued, containing the names, salaries, and duties of the agents for the colonies acting in Great Britain, &c. There are 33 colonies mentioned in the return, of George Baillie, *Esq*, Joint Agent-General for Crown Colonies, has 12 allotted to him; and Edward Barnard, *Esq.*, Joint Agent-General has 10 assigned to him. They are appointed by the secretary of state for the Colonies, at a salary of £800 a year each, and a joint allowance of £500 a-year officerent, &c. They are paid out of the colonial funds, and act generally for the colonies in England. W. Burge, *Esq.*, is the agent for Jamaica, appointed under the Colonial Act of 1830 by the Legislature of Jamaica, by whom he is paid £1000 a year to attend to the interest of the colony. J. P. Myres, *Esq.*, is agent for Barbadoes, appointed by the Colonial Act of 1829 by the Legislature of Barbadoes, at a salary of £500 a-year, paid by the Colony. J. Colquhoun, *Esq.* is agent for six colonies, for three of which he acts gratuitously, and for the others he is paid £200 a year and contingent expenses, and £100 each for two others. *E. L.* Nugent, *Esq.*, is agent for Antigua, appointed by the assembly, at £400 a-year, with £30 for expenses. P. M. Stewart, Esq., is agent for Tobago, appointed by the act of the legislature and the crown. He was paid £150 to 1832, when he gave up the salary. J. Marryat, *Esq.*, is agent for grenada without salary, appointed by a colonial act in 1831. The dutics of the agents, with the exception of those appointed by the colonial secretary, are defined by acts of parliament.

Eugene Sue, the author of the Wandering Jew, Mysteries of Paris, &c., has been excommunicated by the Archbishop of Lyons, primate of France, His offence is his exposure of the Jesuits..

There is now a regular stand of children's carriages, drawn by goats, in st. James's-park opposite the Duke of York's column, many of which are tastefully decorated, and generally the new branch of locomotion appears well patronized.

The Admiralty proposes to add to the navy several powerful steam-vessels of war, to be built of iron, and to be propelled by the screw.

Rice is an excellant subsitute for potatoes; it should be simply dressed by throwing it into boiling water, and boiled for half an hour, and then strained through a sieve or colander.

Dr. Caldwell, an American writer on physical education, contends that a well-balanced brain contributes to a long life, while a turbulent one tends much to abridge it; and, if persons knew how many dangers in life they escaped by possessing mildness of temper, instead of the opposite disposition, how eager would be the aim of all men to cultivate and exercise it!

The production of beet root sugar in the French Department of Du Nord, which has fluctuated greatly during the last seven years, has risen during the last year to 18,000,000 kilogrammes [of 2 1-2 lbs. each], which is as high as it ever was before. It is expected to rise to 28,000,000 of kilogrammes next year.

The French military force in Algeria is 96,987 men; the European population not in the army, 84,000; the revenue above £600,000, and the expenditure upwards of three millions sterling.

The building of an iron ship to be propelled by screw, and intended for a New York packet, was lately commenced in the works of J. Hodgson & Co. Toxteth dock, Liverpool.

After providing the requisite space for the engines, about twenty days' coal, and ample cabins for sixty passengers, she still will have room for upwards of 1000 tons measurement. The form of the vessel is very well adapted for the object intended, and is expected to steam seven or eight knots without sails, and, though lightly sparred, she will no doubt be a very fast sailer.

The Huddersfield subscription for the Quebec sufferers, money and clothing together, is upwards of £1,500.

Donald Ross, a Highlander, who was employed as a special messenger during the rebellion of 1745, died on the 23rd ult, at Kiltearn, Ross-shire, in his hundred and sixteenth year. The veteran enjoyed his healthy faculties until a few days before his death.

Algeria.—A French force of 450 men at Djemiro Ghezona has been cut to pieces; and Abdel Kader attacked Gen. Caraignac at the head of a heavy force, and although repulsed, succeeded in making the intruders feel his powerful arm.

Holland.—The steam machine for draining the lake of Haarlem, which was caused by a terrible inundation many years ago, was set to work the other day with complete success. In 5 successive hours it removed 300 cubic ells of water.

A Valuable Discovery in Africa.—It is stated in a letter, recently published in the columns of the *National Intelligencer*, that a new race of people has been discovered near the mission established by the American Board at Laboon, who are described as being far superior to any on the coast, and whose language is represented as one of the most perfect and harmonious in all the world; who have among them a tradition, that some two centuries ago, a stranger came to their country, and instructed them in civilization and their duties; who are acquainted with the facts and truths of the Holy Scriptures, and who are remarkably prepared for the reception of farther knowledge. They are at present removing from the interior towards the coast, and the missionaries cherish the hope that, through their agency, civilization and Christianity may be widely diffused.—*Anti-Slavery Reporter.*

The appearance of the harvest in England was such as to produce an advance in the price of bread stuffs, which it was supposed would be steadily sustained throughout the winter. The Cotton market was dull, and prices of American Cotton had receded a half a farthing since last advices; the business however being limited. There appeared, however, to be no new influence operating upon sales since the sailing of the Hibernia.

An attempt has been made to bring about a revolution in the Roman States in Italy.—The movement commenced at Rimini on the 28th ult., and at our last advices the insurgents, after having carried the Fort of st. Leo, and freed the political prisoners there confined, were still in arms in the mountains, having been obliged to retire from Rimini from the want of sympathy and support from the people generally.

Ireland.—The disunion between the Repeal party in Ireland is spreading. "Young" and "Old" Ireland are at loggerheads, and the establishment of a paper under the latter title, which is intended to represent the O'Connell section of the repealers, will make the breach wider. In connexion with this bone of contention, which brings the party represented by the *Nation* newspaper, into an open and avowed hostility with the leading spirits of Conciliation Hall, may be mentioned the Bequests Act, the Maynooth Endowment scheme, and the presumed insanity of the Roman Catholic Primate of Ireland, Dr. Crolly. This divine has been the object of bitter hostility from a portion of the Repeal press. The Editor of the forthcoming publication, Mr. Barrett, who conducts the *Pilot*, has assumed the insanity of Dr. Crolly; and as there appears no just ground for so serious—and, if it be designed, such an infamous imputation—the "Young" Ireland party has fixed upon this charge, and has hurled denunciations loud and indignant against the perpetrator.—*Willmer & Smith.*

Mr. John O'Connell has received a *genuine* letter from Mr. T. C. Foster, the Irish "Commissioner" to the London Times, exposing the impusture of the letter, read at the Repeal Association on the 27th ult., purporting to be from him, but signed John Foster. Mr. O'Connell acknowledged the error which led him into low abuse of his supposed antagonist, in a dignified and graceful manner.

INDIA.

Steam is every day becoming more available in India. The Amherst packet vessel, which had for some time past been employed by the government to run between Calcutta and Arracan, was to be sold, and the Company's steamers Tenasserim and Enterprise were to be employed in running, once a month, to and from the eastern ports in the Bay of Bengal. This will be a great convenience to those residing in Aurracan, Kyookphioo, &c.

An attempt by the government to disband some of the troops, whose insubordinate conduct had excited strong suspicion of their fidelity, had provoked some rather alarming demonstrations. A subsidiary force had been offered to the Queen mother, by the Government of India, which it was supposed would be accepted by her and her brother, the Wuzeer. A second attempt has been made on the life of Rajah Gholab Singh, by firing at him while returning on his elephant from visiting the Rance and Prime Minister.

The question of war or peace continued to engross the public attention. Sir Henry Hardinge seems determined to avoid the imputation of precipitancy. The Governor General's visit to the upper provinces, and the approaching change in the positions occupied by the regiments on the North West frontier, are waited for as likely to afford some clue to the ultimate decision of this eventful question. A bridge of boats has been ordered up to Ferozepore.

Railway conveyance, both for passengers and goods, is also to be introduced into India, under auspices which are most promising of advantage, both to the public and the proprietors. The prospectus of the East India Railway Company has just been published in Calcutta. It is impossible to appreciate the rapid improvement which the completion of the measure will work in the condition, moral and temporal, of the people of India.

Last year there were thirty-six bankrupts in Lancashire, in London ninety-six, in Cheshire only two.

Some mummy wheat supposed to be two thousand years old, sown by Col. North, at Wroxton, has produced upwards of forty stems from each grain, each stem bearing an ear.

The army in Ireland at the present moment consists of 21,500 rank and file of all arms, not including recruiting parties.

We see it stated that the power of steam in great Britain is equal in its effects annually to the labour of 270,000,000, in a population of only 26,000,000.

[From the N. B. Courier.]

THE NEW-BRUNSWICK RAILWAY.

At a Meeting held at the Office of Alfred Lock Street, Esquire, in Saint John, New-Brunswick, on Monday, the 27th October, 1845, of certain Gentlemen who had been requested to act as a Local Committee for the purpose of furthering the views and intentions of the London Committee for the carrying on a Rail-Road in New-Brunswick—*Present:* The Honorable John Robertson, William H. Street, Esquire, Alfred Smithers, Esquire, John V. Thurgar, Esquire, John Duncan, Esquire, William Wright, Esquire, Alfred L. Street, Esquire, Isaac Woodward, Esquire, Edward L. Jarvis, Esquire, William Carvill, Esquire, The Honorable Robert L. Hazen, Major James Poyntz,—The Honorable John Robertson was called to the Chair and the Meeting organized, and Mr. Woodward appointed Secretary; thereupon Alfred L. Street, Esq., communicated to the Board the state of the correspondence between himself and parties in Great-Britain, and other information on the subject; —he also stated, that he had requested the following Gentlemen to act as a Local Committee, from some of whom he had not yet received an answer:—The Honorable John Robertson, M. L. C., Alfred Smithers, Esquire, John Duncan, Esquire, John Pollok, Esquire, William H. Street, Esq. M. P. P., L. H. DeVeber, Esquire, William Carvill, Esquire, John Wishart, Esquire, James Kirk, Esquire, Edward L. Jarvis, Esquire, The Honorable Robert L. Hazen, M. P. P., Edward Allison, Esquire, John V. Thurgar, Esquire, William Wright, Esquire, Major James Poyntz, Isaac Woodward, Esquire.

After discussion, it was *Resolved*, That Messrs. W. H. Street, Hon. Mr. Hazen, and Mr. Wright, be a Committee to prepare Resolutions, for the purpose of conveying to the Provisional Committee in London the views entertained by this Committee, and submit the same at an adjourned Meeting to be held this evening at 6 o'clock.

Resolved, That 500 Copies of the Report of John Grant, Esquire, Civil Engineer, &c. be printed, to accompany the Plan prepared by him showing the different Lines contemplated.

Adjourned.

JOHN ROBERTSON, *Chairman.*

I. Woodward, *Secretary.*

REPORT on the PROSPECTUS of "THE NEW-BRUNSWICK RAILWAY."

Sir,—Having done me the honor to express a desire that I should report upon the "Prospectus of the New-Brunswick Railway," I have much pleasure in offering a few remarks, which I trust may, in some slight degree, aid in placing in its proper light before the public, this interesting and important subject.

The extraordinary results that are likely to arise out of the accomplishment of the project in question, it would, I feel, be presumptuous in me to attempt to predict. When, therefore, I have placed one or two leading facts before the reader, I think I may very safely leave him to form his own anticipations.—I beg, then, to either inform, or remind him, that there has hitherto, for want of roads, been scarcely any communication between the lower and upper Provinces of North America; we can therefore readily imagine the vigorous impetus that would, by the opening of a Railway, be given to both the Agricultural and Commercial interests of these Provinces, as well as the opening up, by branches, of some of the finest mineral districts of Coal, Iron, &c., now remaining latent, from being placed beyond the means of individual enterprise.

The changes from time to time occurring in England and the old countries of Europe, frequently excite our wonder; yet they do, I think, fall short of the star ling changes effected on many parts of the American Continent, where we find extensive and flourishing towns, containing thousands of industrious inhabitants, possessing much wealth,—where, but a few years ago, stood the track ess forest, inhabited only by the wolf, the bear, or the elk.

We have the practical success of our enterprising neighbours of the United States before our eyes; having in some cases, opened a first communication to wilderness country, by means of Railway; thus by rapid strides creating a moral and physical revolution in the condition of some, and a proportionate change in the wealth of other parts of their country, that would have otherwise taken many years to accomplish. There are those who have the hardihood to object to the employment, in this or any other way, of the money which modern discoveries in the arts and sciences have placed at our disposal; things, they say, should not be forced, but permitted, according to their ideas, "to take their natural course." How truly absurd a doctrine it is;—at what period, I would ask, might it not, with equal claims to consideration, have been urged; until, by a retrograde march, we at last arrive at the simple tools of the barbarian—fire and a stone axe!

It is, doubtless, in many cases, not so much the difficulties and labour of clearing the wilderness lands, in a newly-settled country, that retards the value of property, or the full development of its resources, as the want of a rapid, economical, and safe transit, to suitable markets.

Had the projectors of the New-Brunswick Rail way no more in their power to shew, than, that, at first, merely the interest of the Outlay could be realised, it ought to appear to all reasonable and thinking men, a most promising investment, as a rapid and steady increase in its profits must take place—it cannot possibly retrograde, either through opposition or untoward events: if other lines are subsequently brought into operation, they can be lateral branches only, and must of course tend to materially increase both its traffic and profits.

In a retrospective view of the history of either kingdoms, states, or individuals, we discover certain epochs or periods of remarkable change—"the tide and tide," as the immortal bard expresses it, "which, if taken at the full, leads on to fortune"; such a period has, I venture to predict, arrived for this country; and a rich harvest does certainly await all those who may take advantage of it.

There are, I regret to say, two conflicting schemes now before the public—"The Halifax and Quebec," and "The New-Brunswick": and as it is very clear they cannot both advantageously establish their lines, it would be well, before going further into the merits of the New-Brunswick Line, to afford an impartial examination to the claims of the former.

This line, commencing at Halifax, Nova-Scotia, is to proceed by the Head of the Bay of Fundy to the Bend of the Petticoutine River, in New-Brunswick, and from thence in nearly a direct Line, to the Grand Falls, as shown on the Map by a blue line.

In this line there appears to be an excess in the distance over that of the New Brunswick of about One Hundred and Fifty Miles; and on reaching that Province, it proceeds directly across it, thereby avoiding all the towns and places of any importance, but traversing from one end to the other, a continued and unbroken tract of wilderness country. Was the Railway to be exclusively, or even to a great extent, a Government work and considered as one of defence, or prospective benefit to the Province, without considering immediate returns for the outlay, of any moment, it might be well worthy of attention; but when, on the other hand, it has to be constructed at the expense of Stockholders, a large proportion of whom may have no further interest in the matter, beyond its being a good investment for their money, it is ten the case very materially.—All things considered, I cannot look upon it as less than preposterous; and I do not think no capitalist with a map of the country before him, can view it in any other light, or risk his money in the scheme as now proposed if persisted in.

I cannot avoid expressing my approval of the observation in the Prospectus: that if the Halifax and Quebec Railway should be undertaken, it could best come in connection with this Company. "The New-Brunswick line" at the City of St. John &c.; thus which, I certainly do think, nothing could be more rational or comprehensive.—They would, by embracing this proposition, effect a saving of at least Thirty Miles in the distance, confer a mutual benefit, enhance the success of both, and establish the Province, by the exhibition of unanimity. It would likewise have the advantage of passing through nearly all the principal Towns of New Brunswick, and a well settled Country, and of course give the fairest prospect of a profitable return;—this connection is shewn on the Map by a green line.

The Country from Saint John to the Grand Falls I consider, partly from personal knowledge, and all the information I can procure, as generally favorable to the undertaking, and no very great engineering difficulties likely to occur. It was by some suggested, on reaching Fredericton, it would be best to cross the River Saint John, and proceed in as direct a line as possible to the Grand Falls.

The cost of a Bridge across the Saint John would be a most expensive undertaking, and the risk from the freshets and ice in the Spring so great, as to present an almost insuperable barrier. After passing the River, it would have to proceed on this both to the public and the proprietors. The prospectus of the East India Railway Company has just been published in Calcutta. It is impossible to appreciate the rapid improvement which the completion of the measure will work in the condition, moral and temporal, of the people of India.

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The army in Ireland at the present moment consists of 21,500 rank and file of all arms, not including recruiting parties.

We see it stated that the power of steam in great Britain is equal in its effects annually to the labour of 270,000,000, in a population of only 26,000,000.

As many may, from want of correct information, be deterred from embarking in a scheme, which, from the apparent lowness of its estimate, may to those who would base their calculations on similar works in England, have much the appearance of a trap for capitalists in that country, I shall endeavour to explain the anomaly in as perspicuous a manner as I possibly can.

1st. It is a fact well-known, that owing to the necessity of having to employ Counsel, and other professional aid, as well as the procuring of evidence, all the preliminary steps, previous to the passing of the Act of Incorporation, is in England attended, in most cases, with enormous expense, which in this country will be comparatively very little.

2d. In the construction of Railways in England, a very great expenditure is incurred, either in the purchase, or to erect extensive and costly works, to avoid the injury of a great deal of valuable property, over which the work has to pass.—No such expenditure will be required in this country, as we can have our choice of ground gratuitously.

3d. There will be a more than considerable saving in having the greater portion of the material on the spot, and free of any expense, except its manufacture; and where, in many cases, expensive viaducts and embankments will be required, strong wooden structures may, from the abundance of the material with great economy be substituted.

It was my intention, had I been in possession of the necessary materials to have furnished detailed comparative statements: I must, however, content myself with observing, that an approximation may be made, by making the allowances as required by the preceding observations, and adding at our ports per cent. on labour, and also the freight of the rails.

By calculation, deduced from the half-yearly accounts of the Manchester and Liverpool Railway, I find that a Locomotive will convey fifty-six tons over a distance of thirty miles at a cost, including Coke, of 1s. 11¼d. sterling, per ton; which amount, I am told, in the United States, is reduced to about two-thirds. I will, in the meantime, however, for want of decided information, make my statement according to the first.

The expense of construction, from Fredericton to the Grand Falls—a distance of one hundred and thirty miles—I will put down, including the first rest of Engines, at £500,000, Currency. The Interest on which, at 6 per cent. is	£30,000	0	0
Conveyance of 10,000 tons of Goods, by Locomotive power, would incur an expense, at 10s. 11¼d. per ton, of	5,072	9	0
7,000 Tons of downward Freight, at 10s. 11¼d.	3,551	0	10
1,000 Tons of conveyance of Passengers, at the same rate,	507	5	10
Expense of Management, and Incidental Expense, say	3,000	0	0
Making a Total of	£42,130	5	8

Which being deducted from the amount of the Schedule in the Prospectus, (£64,000) would leave a balance of £21,869 13s. 4d. Currency, to be disposed of by Dividend or otherwise.

If the Schedule be fairly stated—and I have every reason to think that it is in some respects underrated—this result is most conclusively promising.

Since writing the preceding pages, I have seen a Map, published by the Halifax and Quebec Railway; it is miserably distorted and imperfect a sketch, as to give the most erroneous idea of either the distances, courses of the routes, or positions of the different places in either of the Provinces. On reference to a proper map of the country, any disinterested person must at once admit the superiority, in every respect, of the route proposed in the New-Brunswick Prospectus, to that of either of the Lines proposed by the "Halifax and Quebec."

In the first place, if we consider the Lines of each as independent of the other, then the terminus of one Line will be at Halifax, and of the other at Saint John, there will be a saving of about one hundred and fifty miles in favour of the latter.

In the next case, we will suppose the two Lines as merging into one at the City of Fredericton:—The distance from Halifax, by Truro, to the Bend of Petticodiac, in New-Brunswick, is 135 miles; and from thence to Fredericton, 110 miles—in all 245 miles. The distance from Halifax to Annapolis, by Windsor and Horton, is 127 miles and from thence across the Bay of Fundy to St. John, 40 miles; from thence to Fredericton, 52 miles—in all, 219 miles: shewing a difference in favour of the latter Line of 21 miles, to which if we add the 40 miles by Steam-boat, there will be 61 miles, which at £3,500 per mile, will

amount to	£231,500	0	0
To construct a Bridge across the River Saint John, at Fredericton—if it can at all be accomplished without risk from the freshet and ice—could not cost less than	30,000	0	0
	£261,500	0	0

By no means an inconsiderable saving, besides the advantage of passing through some of the most settled and fertile parts of Nova-Scotia.

We trust of liberality to meet each other's views in a friendly compromise, will create great delay, and probably a very unfavourable impression on the public mind. I shall be glad to hear that immediate negotiations are entered upon, and brought to a speedy close, as much preparatory business will have to be gone through before the opening of the season, when the Survey ought to commence. I shall, in the interim, endeavour to procure every information that I think may be of service in promoting it, and which I shall have great pleasure in, from time to time, transmitting; and wishing you every possible success, I have the honor to subscribe myself, your most obedt. servt

JOHN GRANT.

Civil Engineer and Surveyor.

Surveyor-General's Department, New Brunswick.

To Alfred L. Street, Esquire,

Solicitor to the Company in New Brunswick.

At the adjourned Meeting the following Resolutions were passed:—

Resolved, That this Committee being deeply impressed with the vast advantages which must result to this and the sister Provinces of Nova-Scotia and Canada, by the establishment of a Railway connecting Quebec the Grand Falls, Fredericton, and Saint John with Halifax, are prepared to make every exertion in their power to forward this great undertaking.

Resolved, That this Committee having attentively examined the different Routes projected, are fully satisfied that the Line above designated (in connection with Steamers across the Bay of Fundy) passing, as it will, through a highly cultivated and densely populated portion of both Provinces, holds out inducements which are obvious to all persons having a knowledge of the local position and capabilities of the Provinces, and which, it is evident, are not presented by either of the Routes proposed to pass round the Head of the Bay.

Resolved, That even if the co-operation of Nova-Scotia, so much desired, cannot be secured, it is, in the opinion of this Committee, of importance to this Province, that a Railroad connecting the Grand Falls with Fredericton and Saint John, should be undertaken without delay; and your Committee feel assured of the cordial support of the Legislature in such a Line, as one of great public benefit, and as presenting the fairest prospect of a profitable return for the capital laye-ted.

Resolved, That, in the opinion of this meeting, the Stock required to be retained for this Province be £100,000, provided the Line recommended in the foregoing Resolutions be adopted; whereas, in the event of its coming round the Head of the Bay, through the wilderness to Fredericton, the amount subscribed in this Province would be exceedingly limited.

Resolved, that the proceedings of this Meeting be printed, and copies, together with Mr. Grant's Report, transmitted to the Local Committees at Halifax, Quebec, and Fredericton.

Adjourned *sine die.*

JOHN ROBERTSON, *Chairman.*

I. Woodward, *Secretary.*

PROGRAMME

Of part of the LECTURES which are to be delivered in the Hall of the Mechanics' Institute, during the ensuing season:—

Nov. 17, George Blatch, Esq., Honorary Member of the Institute—*Introductory.*
" 24, Rev. Mr. Wishart—*Features of New Countries.*
Dec. 1, Do. do. do. do.
" 8, Mr. Till—*Poland.*
" 15, Mr G. N. Smith—*The Tides.*
" 22, The Rev. Mr. Spurden, of Fredericton—*History of the Steam Engine.*
" 23, Do. do. do. do.
Jan'y 5, Moses H. Perley, Esquire—*The Forest Trees of New-Brunswick.*
" 9 Do. do. do. do.
" 12, Wm. Watts, Esq., of Fredericton—*Colonial Empire of Great Britain.*
" 14, Do. do. do. do.
" 16, Do. do. do. do.
" 19, Peter Stubs, Esq.—*Character and Motives of New-Brunswick Legislate.*
" 23, Rev. Mr. Brooke, of Fredericton—*Poetry.*
" 26, Do. do. do.—*Eloquence.*
" 30, Rev. Mr. Gallaway.
Feb'y 2, Mr. M'Lardy—*Coal Mines.*
" 9, Do. do. do.
" 16, J. H. Hartt, Esq.—*Improvement of the Mind.*
" 23, Rev. Mr. Halket.
March 2, Mr. Duval—*Oceans and Seas with their Phenomena.*
" 9, Do. do. do. do.
" 16, Rev. Mr. Irvine—*Female Education.*
" 23, Mr. Andrew C. Otty.
" 30, George Otty, Esquire.

J. W. Lawrence,
Rec. Secretary.

Nov. 1.

The Lieutenant Governor.—His Excellency returned from his visit to the new County of Albert yesterday morning, in H. M. surveying steamer Columbia. We learn that His Excellency has not yet determined the site for the public buildings in Albert, there being a great variety of conflicting opinions in the County as to the precise locality, and His Excellency having visited the several spots, being desirous of hearing all parties, before arriving at a final determination.

His Excellency and Lady Colebrooke remain at the St. John Hotel until Thursday next, when they return to Fredericton.—*New Brunswicker.*

Launced from the Ship Yard of *James P. Payne*, Esq., Portland, on Friday last, a splendid thorough built, copper fastened ship of about 800 tons burden, called the Yeoman, superintended throughout by Mr. Francis Smith, and to be commanded by Capt. King.

Fire at Eastport.—About eleven o'clock last night, our citizens were aroused by the ominous shouts which always herald the visits of the fire-fiend to our generally quiet town. Though such visits are very rare, the promptness and energy with which the fire department and citizens generally turned out for duty proved them ever ready in the hour of need.

The scene of conflagration was the block of wooden stores on the Market wharf, owned by B. B Leavitt, Esq. and occupied by Messrs. Wm. Thomson, Andrew Tucker, A. R. Bradford, B. B. Leavitt, and David Perkins, merchants. The fire was first discovered in the north western corner of the second story, in the upper store, occupied by Wm. Thomson. Before the engines could be brought to bear, this store was enveloped in flames, and it becoming evident that it would be useless to attempt to save this block, the whole energies of the fire department were put forth to save the adjoining buildings, and thereby limit the ravages of the devouring element. It was feared by many that these efforts would be vain, and that we were to have a second edition of the great fire of 1839.—Many merchants commen