

side of the bed, with blood flowing from an extensive wound in the throat, and a similar stream issuing from his left arm, one of the veins in which had been divided.

The young woman instantly gave the alarm, and medical assistance having been sent for, the unfortunate gentleman was placed in bed, and the best means at hand used to staunch the wounds. On the arrival of the medical men, the usual appliances in such cases were adopted, and he continued to go on favorably for some days.

On Friday unfavorable symptoms first appeared; inflammation first presenting itself around the principal wound. Every effort was made to arrest its progress, unhappily in vain; Mr. Alsager breathed his last at two o'clock yesterday morning.

It appears that he was a gentleman of wealth, but that he had recently lost his wife, and this bereavement preying upon his mind, prevented his articles being as copious of information, and accurate as formerly. The *Times*, ever kind to contributors, generously remonstrated, and suggested a brief abeyance from toil, so that the calm, cool intellect of their financial agent should resume its splendid sovereignty. This generous proposition was met rudely, for Mr. Alsager immediately sent in his resignation. It was accepted, and the unhappy gentleman, within a short period, shut himself in his room, and with a razor, inflicted three severe wounds on his throat."

MINING SPECULATIONS.

When we alluded, some time ago, to the most extraordinary course pursued by the Executive in giving a license to Mr. Hopkirk, the Under Secretary to whom Lord Metcalfe had very properly refused it, we were not aware of one even more extraordinary fact which has since come to our knowledge, and which, at a fitting moment, we shall touch upon. Yet this is the man whom the Earl Cathcart has thought proper, after giving him a particular license, which the noble-minded Lord Metcalfe had refused, to nominate to the only situation of any importance left vacant for the disposal of the Governor General of Canada. What Lord Elgin will think of this,—even should he say nothing,—it will not be very difficult to decide.

THE HISSING H.

Some viper, who has been nursed in the kitchen of the late Superintendent of Indian Affairs,—Colonel Jarvis,—has been spitting forth his venom in consecutive numbers of a print whose editor loves to feed on garbage. Were the traitor to doff his mask, we should see beneath the false H. a falser V., embracing the alliteration of—vile, venomous, villanous V——n.

The following paragraph is taken from the *Jamaica Times*. The Hon. Col. Bruce has arrived at Montreal, and was present at the Canadian fête on Thursday evening, "the observed of all observers." He has, we believe, taken possession of Monklands. The Earl of Elgin will not, in all probability, leave England before the 1st of January:—

"The intelligence brought by the packet of the Earl of Elgin's appointment to Canada, has been received with extreme regret, as far as local consideration are concerned. It is some consolation, however, to think that his Lordship's mode of government has been so much appreciated by our present rulers, that they have

conferred upon him an office of so onerous a nature as that of the Canadian Governor General; from which we hope we may be justified in expecting that his Lordship's successor will be induced to follow in his steps. In the meantime it is considered not unlikely that the Lieutenant Governor will be instructed to open the Assembly, which is usually called together about the third Tuesday in October, and which we certainly hope will not be delayed beyond that period, in consequence of the inconvenience arising from detaining members at their duties in Spanish Town over the Christmas holidays. The removal of the Earl of Elgin necessarily leads to the departure of the Hon. Col. Bruce, his Excellency's brother and Secretary; and we are certain we speak the sentiments of every one in the island, whom business or society has brought in communication with the gallant Secretary, that a more urbane public officer or affable gentleman never landed on the shores of Jamaica, or will leave it more endeared to our recollections by every sentiment of affection and respect."—*Toronto Globe*.

ATLANTIC AND ST. LAWRENCE RAILWAYS.—This work, the construction of a railway from Montreal to Portland, Maine, is progressing rapidly. We learn from the *New York Herald* that the firm of Norris Brothers, Philadelphia, has concluded a contract with the Company constructing the road, for the supply of all the locomotives, cars, castings, and other machinery required for the full equipment of their road—the amount of contract not less than 750,000 dollars. The road is expected to be in successful operation through to Montreal by January 1, 1849.—*London Railway Record*.

STARKE'S POCKET ALMANAC.—We have to acknowledge the receipt of two copies for 1847, of this interesting publication, which is indispensable, not only to every office public or private, but to every private house. One of these copies is very neatly got up indeed, with gilt edges. The price is not stated, but the unbound one is only sevenpence-halfpenny. We really cannot understand how such a work can be got up for so very a trifle.

PROPOSED RAILWAY.

TO THE EDITOR OF THE MORNING COURIER.

SIR,—It was with great pleasure that I read, in your paper of the 15th instant, a circular letter on the subject of a great national railroad from Montreal to the western frontier of Canada West—and being, like the writer of that letter, deeply impressed with the necessity of such a work, and anxious to promote the welfare of the colony, I am induced to trouble you with a few remarks on the subject.

The idea is not altogether a new one; I, myself, have seen the necessity for such an undertaking for years past, and have mentioned it in private company; but the writer of the letter in question is entitled to the thanks of the community for putting the scheme into a tangible shape, and bringing it before the public, and I trust it will not be heedlessly passed over, but that its merits will be discussed until its practicability, and the necessity of it for the well being of the colony shall be made manifest, and the attention of the Legislatures of this and the mother country aroused to feel the propriety of its adoption.

When I first came to the country I was forcibly struck on reading from time to time that out of the immense emigration from the mother country 8-10ths went to the United States, and the small remainder only came to Canada, and many of those did not remain, for the poor could not find employment, nor the capitalist the means of investing his money with advantage, and numbers of both classes passed over to enrich, with their labour and property, the country of our neighbours, whilst prodigious tracts of the

most fertile land remain uncultivated and without inhabitants; and forests of the most valuable timber are rankling to decay or wastefully destroyed for the most trivial purposes. Valuable fisheries too are neglected, and a host of other evils follows in the train too numerous for me to notice on this occasion.

What is the cause of this I asked myself—a visit to the United States, and a view of the map of this country supplied the answer. The States abound with facilities of communication and transport, and whilst this country from its geographical position requires them much more than that of our neighbours, it is to a lamentable extent deficient of them. There are many persons who, perhaps, will exclaim, but we have our river with its communications with the lakes! I may freely admit this, and even add that great and extensive improvements have of late years been made and are making in the navigation of the river and lakes, without yielding a jot of the argument, the gist of which is that the water communication is too circuitous, too tedious and too expensive. In fact like the Egyptians of old we have trusted too much to our river. Let facts speak for themselves, if our river is every thing to us, why do the merchants of New York at this present moment do all the carrying trade of the Western portion of this country? It is the want of a great, continuous, expeditious and cheap medium of communication and transport through the heart of the country, from the shores of Lake Huron and the whole Western frontier to the point of communication with the Atlantic. Such a means of communication is absolutely required, not only for the purpose (to use an expressive term) of opening up the country, but to prevent it from retrograding, whilst our more enterprising neighbours will take advantage of our supineness (as they have already done) and laugh at our folly. Let any one look at the advance of the two countries within the last 10 or 12 years, and they will find that whilst the Western part of the Upper Province has been creeping on at snail's pace, our neighbours have passed on with gigantic strides. Michigan in my memory has been raised from a Territory into a State. The settlement of Wisconsin commenced and since raised to the same rank; and Iowa entirely commenced and now nearly ready to take the same position, and thus the produce of lands which but a few short years ago were as trackless and uncultivated as a great portion of the western part of the Upper Province now is, and which they have left behind about 1000 miles, is now selling in the markets of London. All this arises from want of internal communication, and people here will be startled at the fact, that the inhabitant of the western part of the Upper Province, although not distant from Toronto more than 200 miles, is obliged to make a circuit, particularly if he has anything to bring with him, of about 500 miles or upwards to reach that city, and generally finds it more convenient to travel in the conveyances of our neighbours. The advantages of the scheme projected by your correspondent's circular are so well set forth in that document that it would be needless for me to mention them. Every one who reads that letter must, I think, concur in the propriety of his remarks, and I feel with him that if the scheme were carried out the tables would be completely turned—the carrying trade would be ours—Canada would become populous—the consumption of British goods, brought in British ships, increased. Forests of valuable timber would find their way into the markets of London, and the land on which they grow in rank and luxuriance would be turned into "fertile fields and flowery dales." That all this and more would happen, I have no doubt, the only point remaining in the practicability of the scheme. Let it be discussed. The question is now fairly broached—let the press do its part in awakening the public attention to it, it is undoubtedly of more than ordinary importance.