# THE OBSERVER.

ST. JOHN, TUESDAY, OCTOBER 21, 1845.

## Arrival of the First October Mail.

The *Hibernia* with the first October mail arrived at Halifax on Friday afternoon last, after a passage of 13 days. By the Eastern mail we were yesterday morning put in possession of the latest English files, the most interesting extracts from which we have transferred to this days' Observer.

We are happy to learn that bread stuffs are not likely to rise so high in price, as at first anticipated; the surplus of last years' crops, furnishes a fair supply for home consumption.

The rail road fever still prevails, both in the United Kingdom, and on the Continent to a very serious extent, many millions of pounds being now required, for the scheme has had the effect "of tightening the money market."

Taking the number of passengers for a criterion "the "Cunard Steamers" are undoubtedly distancing all competitors in public confidence. The Hibernia had every berth taken up, and brought 100 passengers.

The Caledonia arrived at Liverpool, on the 28th September—9 days hence.

The Massachusetts, a steamship fitted with a screw-propeller, arrived at Liverpool from New York, on the 3d inst. in 17¼ days. She is the first United States built steamer that ever went to England.

Earl Spencer, better known as Lord Althorp died on the 2nd instant.

David McIven, Esq. the leading partner of the British North American Steam packet Company, died on the 20th ult.

We have no accounts from Ireland of much importance. Mr. O'Connell has got again to work, after taking a few weeks rest and retirement at his country residence. He has tilted at the "Commissioner" of the London Times, and the Times, of course, taking the part of its writer, tilts at O'Connell.

*(From Willmer & Smith's European Times.)*

DOMESTIC.—Now that the harvests is over, and the husband-man is relieved from the anxiety of that critical season, agricultural dinner parties are taking place over the country, at which speeches are made and toasts given in favour of the implement of husbandry at which Cincinnatus was found when he resigned the plough-share for the sword. The mention of the Roman agriculturist is little complimentary to the progress which farming, as a practical science, has made since his day, for the same rude machinery is still used in the homesteads of Britain that existed when the Roman arms ruled the world. At an agricultural dinner, a few days back, the brilliant Bulwer undertook, as chairman, to show, in an after-dinner speech, that the sons of the soil, in the hour of need, have always been the saviour's of England's patriotism. On this occasion the novelist must surely have been luxuriating in that faculty of mind which throws such an indescribable charm over his works—the imagination. The friction of intellect of which cities are the scene—the fusion of mind with mind that occurs when large masses of men congregate—produces a healthy exercise of the reasoning faculties, and places them in the van of improvement and civilization. Deprived of this impelling motive, lacking the spirit of rivalry, and destitute of a stimulating ambition, the agriculturist—we speak more particularly of England—is content to do as his fathers have done before him. Since the agitation of the corn laws has produced a powerful party in the country, whose policy points to a change, this state of lethargy has been gradually wearing away, and the most inert of the industrious classes, as farmers unquestionably are, are now moved by a strong impulse to recover lost ground. The valley of dry bones is stirred by a healthy breeze, and these periodical meetings, to talk over the prospects of the change, are not without their influence on all who take part in them.

But apart from circumstances at which we have glanced, other causes have been at work to produce this feeling on the part of the British farmer. The soul, the vitality of the English aristocracy, consists in the possession of a respectable rent roll, and in the influence of political power. To increase the one, the great landlords have assumed of late years the task of *educating* the cultivator of the soil, by introducing him to the mysteries of chemistry, and making him acquainted with the wonderous power of the different manures. To secure the other, the same landlords hold their tenants-at-will, and in a majority of cases, refuse to grant leases of any duration on the property which they occupy. The consequence is, that the tenant must exercise the franchise as his lord directs him, or bid adieu to his homestead. These two motives, seemingly incompatible, are brought out in strong relief at the agricultural dinners, and both of them have contributed, in their way, to the singular anomoly in which, as a body, the British farmers are placed. If leases were general, the farmer would possess the strongest pecuniary inducement to vest his capital in the improvement and extension of his land—in making it yield the best return; but in the absence of such a motive, he lives, as it were, from hand to mouth, as he knows not the day when he may get notice to "turn out." So, again, the improvements of modern science go into the pockets of the owner rather than the occupier of the land—for with the means of increasing the produce come an increase of the tenant's rent. Thus, the activity which has at length overtaken the sons of the soil, engenders a state of mind unfavourable to the existing order of things, and it is not very surprising therefore, to find many practical farmers the friends rather than the opponents of those who advocate a free trade in Corn. In short, the Corn-laws are now universally regarded as a *landlord's*, not a tenant's, question; and the best proof of the progress which Cobden has made on the minds even of the aristocracy, is to be found in the subdued tone, and in actual recognition of his principles, by many of the titled personages who formerly assailed them in the bitterest terms. The new light which has at length so tardily began to dawn on the minds of the operative agriculturists, has loosened, in a great measure, the sympathy which long bound them up with the feelings and prejudices of their superiors—the sympathy of an imaginary but mistaken self-interest. That the change in the Corn-laws is not distant, may be read in the speeches at the various agricultural gatherings in different parts of the island during the last few days. It is well that it is so; for all classes must profit by a legitimate traffic which, instead of exhibiting galvanic fits and alarm, would be regular and uniform, and would go far to make distant nations contribute to each other's necessities—would obviate the differences of climes and seasons—and bring the great human family, by the fraternising influence of commerce, into a brotherhood of amity, mutual dependence, and interest.

Mr. O'Connell has emerged from his mountain home, and is again on the wing. He has been lecturing a "Monster Demonstration" at Cashel; and his appearance at the Repeal Association has given new impetus to the rent. At both places Mr. O'Connell travelled out of his way to make an ungracious attack on the gentleman who is now in Ireland, on behalf of the *Times*—an attack disfigured by the lowest and most ribald personality. The writer, who has provoked Mr. O'Connell's hostility, is doing great good in Ireland; he is making the English public conversant with its wretchedness; and is not far from the mark in the generality of his conclusions as to the conduct of landlords and the brutality of agents. In such a good work he ought to secure Mr. O'Connell's aid—not his hostility. The *Times* and the Irish leader are, of course, at "loggerheads" about the "Commissioner;" and as both parties are clever artists at drawing portraits in dark and ugly tints, the world looks on quietly, and enjoys the fun which their mutual bespattering produces.

The railway mania increases. It is now a national epidemic, and threatens to engulph every other species of business. The legitimate operations of trade must suffer severely from the enormous gambling that, like a pall, covers the land through its length and breath. Day after day, as regularly as the sun dawns, the most absurd schemes are propounded with an easy impudence, that, in cool-er moments, would cause the projectors to be regarded as candidates for a lunatic asylum. All these newly-broached schemes require sums of money to carry them out, which would speedily make a bankrupt of Cræsus. Half a dozen millions sterling—thirty millions of dollars—appears to be a mere bagatelle in the eye of each batch of provisional directors, who appear, like Banquo's progeny, to extend to the "crack of doom." No matter how absurd each newly-announced project for making iron highways, the gamblers gather round the game like vultures over a rotten carcase, and, as Puff in the *Critic* has it, immediately "plant oaks where there never was an acorn." Attention is now directed to the derangement of the monetary system of the country, contingent upon this absurd system of speculation. The Accountant-General has a reckoning in store for these speculators in moonshine capital; he will shortly require a deposit of ten per cent. to be paid on the amount of each share, and some thirty or forty millions must be taken out of circulation to comply, in this respect, with the requirements of the law. The withdrawal of a sum so enormous from the legitimate sources of business must in the first instance, influence the value of money; but where the remaining ninety per cent. is to come from, to make so many lines, is a puzzle, a marvel, for the worshippers of Plutus In solving this knotty point, the commercial writers in the daily papers are advancing opinions the most crude and contradictory. One thing is certain—that the Accountant-General, when he fingers the whole of the deposit money, will be the recipient of the largest stock of cash that was ever lodged in the hands of a single individual, compared with the value of which the mines of Potosi were valueless and barren. He, of course, will hand this accumulated pyramids of wealth over for safe keeping to the Bank of England; and there is plenty of speculation hazarded as to how the Bank is to appropriate it in the safest way for the benefit of the commonwealth, until the period arrives when Parliament sanctions or rejects the schemes—to secure the acts for which the money has been thus, for a temporary purpose, invested—without producing what the Bank so much dreads—a "crisis."

COMMERCIAL.—The Corn market continues firm; and the fine weather which prevailed last week at the sailing of the steamer, having been followed by repeated and heavy falls of rain, the market, in the early part of the present week, acquired additional firmness, and continues so, with a slight drawback, at the present time. Large quantities of Flour are daily arriving from the United States and Canada; and from the nature of the advices recently sent across the Atlantic, the supply from those quarters, there is every reason to believe, will increase. From the cause, at which we glanced in our last publication, the import rate on Wheat has advanced to 18s.,—the result of the inferior qualities thrown on the market. The import duty on Floer is now 10s. 10d. per barrel. In some instances, recently, Irish Flour has receded 1s. per sack, and Canadian 6d. per barrel, influenced by the large arrivals from the West, which amount since Monday to nearly 9000 barrels.

The Produce markets are not so active as they have been. Rice is in less demand. Sugar has receded a little, with less inquiry, while the price of Foreign Coffee has improved a shade.

The home demand for Iron is daily on the increase—the manufacturers are working hard—prices are well supported—and the trade is as brisk as it well can be. The export trade, on the contrary is dull. Pig Iron commands, in Glasgow, £4 15s; in Liverpool, five guineas. In this town, Bars realize £9; Hoops, £10 15s.; Sheets, £12; Rails, £11 5s., and best Refined, £11 15s.

The Trade with China is stated to be going on favoubly, and the negotions for the final possession of Chusan were progressing as well as could be expected.

The rate of interest in England is rising, in consequence of the scarcity of money, superinduced by railway speculation. Some of the large discount houses decline to take any more bills at an interest of less than three per cent. English Stocks, which had receded about ¼ per cent., recovered yesterday their former prices, and Consols closed at 98¼ for Money and 98¾ for Account. Exchequer Bills stand at 45s. to 47s. prem. As the settlement in the Share market has passed over tolerably well, speculation has taken a new bound, and the new announcements are grasped at with amazing avidity. There has been little doing in the Colonial lines, the rage being confined to the new projects in the British islands.

*Trial of Anchors.*—The late trial with Porter's and the Admiralty anchors not having been deemed conclusive as to the comparative merits, another trial has been ordered by the Admiralty to take place on the beach at Ryde, and in Portsmouth harbour

*The New Railways.*—The extraordinary extention of railway speculation has brought to view a technical difficulty which for the present baffles conjecture as to how it is to be surmounted. Already the amount of capital proposed to be involved in the schemes to be submitted to Parliament next session is so great, that the deposits required to be made upon them with the Accountant-General are moderately estimated at a total of £30,000,000.

NEWFOUNDLAND FISHERY.—The Banchory, Mowatt, master, arrived here from the cod fishery, on Friday, the 19th instant, with a cargo of 25,000 fish. We understand she would have been a full ship, had it not been for the interference of the Danish fishermen, who have a settlemeut close to Newfoundland. It is to be hoped that Government will put a stop to this intrusion, and compel the Danes, as they do the French, to keep within their own limits. This branch of trade promises to be a lucrative one to enterprising adventurers from our nothern ports, and a little more vigilance on the part of the cruisers on the banks is advisable in every respect.

## SHIPWRECK OF A STEAMER.

ARRIVAL at Penarth Roads, on Thursday, the brig Jane, of Sunderland, Bridges, master, from Pugwash, Nova Scotia, but bound for Swansea (having been driven up channel by stress of weather), and having on board Mr. D. Mackay, master, and the crew of the steamer Shamrock, of Liverpool—fifteen in number—which foundered at sea whilst on her voyage for St. John New Brunswick.

This vessel left the Coburg Dock, Liverpool, on the 6th instant. Everything proceeded favourably at sea until Saturday, the 13th instant, when there was a strong breeze from NW by W, which breeze gradually increased to a gale. Towards daylight they found the ship making more water than usual which obliged the crew to keep the pumps on deck as well as the force pumps attached to the engine at work. After encountering great difficulties, on Monday, the 15th, they had a continuation of the gale, from NNW to WNW, with showers of rain and heavy squalls. A very heavy tremendous sea continued running. At 3 A.M. she was making 2½ feet of water per hour, and all the men were working the pumps with the utmost diligence—the master steering, every one else working hard in endeavouring to keep down the water by pumping and heaving with buckets. At daylight, they observed a brig steering in the same direction as they were proceeding, and running with double-reefed topsails and foresail, the water gained rapidly upon them—the crew became exhausted and dispirited from their protracted and dreadful exertions—the vessel was in a sinking state—the water was ascending high in the engine room—and in this last extremity of distress the master and crew took to boats, being at the time 60 miles from land, and having no means of keeping the vessel afloat. They then, after a laborious and dangerous passage in the boats, the sea running very high, succeeded at two p. m. in reaching the brig, which proved to be the Jane, of Sunderland, having only saved a portion of their clothing. On leaving the steamer there was more than five feet of water in the hold, so that it was impossible she could live three hours afterwards: they were in lat. 50 51, N. and long. by chr. 10 50, W. As stated in the commencement, the Jane was bound for Swansea, but was driven up to Penarth roads by stress of weather, bringing with her the crew of the steamer.

## LIVERPOOL TIMBER MARKET.

*(From the Circular of Messrs. Chaloner and Fleming of Sept. 30.)*

Since our report on the 18th inst., the arrivals from British America have been again numerous, say 45 vessels, 27,256 tons, making the whole arrivals for the month, 114 vessels, 62,786 tons, aggregate import since 1st. February, is stated below, compared with the previous year:—

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| From 1st February to 30th September, 1845. | | | |
| Quebec, | - - | 162 Vessels, | 89,006 Tons. |
| St. John, &c. | - | 140 " | 66,569 " |
| Baltic, | - - | 79 " | 23,633 " |
| From 1st February to 30th September, 1844. | | | |
| Quebec, | - - | 44 Vessels, | 25,514 Tons. |
| St. John, &c. | - | 84 " | 34,276 " |
| Baltic, | - - | 28 " | 8,811 " |

This very large import, greatly exceeding that of any previous year to same date, and more than double the average of the five preceding years to a like period, with the expectation of, at all events, a sufficient fall import, has caused the Timber merchants to buy less freely than the very active country demand seems to warrant; and as several of the importers are firm in prices, many of the Quebec cargoes have in consequence been yarded.

AMERICAN PINE TIMBER.—Of St. John, one cargo of 20 3-4 inches average was sold at 21d, one of 18 1-4 inches at 18 1-2d, and one of 18 7-8 inches at 19 1-4d. The latest sale of the month was of a cargo of nearly 20 3-4 inches average at 20 1-2d. per foot. Several more have arrived, but are not yet sold. Of Quebec several cargoes have been sold at 16 1-2d to 17 1-4d, according to size and quality; one of very small average, say 29 feet per log, has been sold at 15 1-2d, and it is said that one or two cargoes have been sold at 18d, but as the sales of these cargoes are always surrounded with mystery, it is impossible to use them as a quotation of the market. Quebec red Pine, with cargo, has been sold at 20d. to 21d. per foot, and a part by auction at 22 1-4d per foot, and a cargo of lower port red Pine, to average 12 inches, at 18d per foot.

BIRCH.—St. John, with cargo, has been sold at 16d to 17d, and by auction at 18 3-4d per foot, and a cargo of Prince Edward's Island at 17d per foot.

NEW BRUNSWICK AND NOVA SCOTIA FIR PLANES AND BOARDS.—With cargo, St. John Spruce Deals have been sold at 2 1-8d. to 2 1-4d. per foot, and apart by auction, several parcels have been sold at £10 10s. per standard. A cargo of Planks, Boards, and Scantling at 2 5-8d per foot; one Prince Edward's Island cargo at 2 1-8d, and two others at 2 3-8d per foot.

SPARS.—Some Prince Edward's Island Spruce have been sold at 15d per foot, and Rickers at 9d each.

LATHWOOD.—St. John, with cargo, has been sold at 40s. to 60s per fathom, and by auction at £4 15s. per fathom; Prince Edward's Island at £3 10s. and Quebec at £5 per fathom.

THE ROBERT RANKIN.—This fine steamer left here for Boston on Saturday afternoon last. She is worked by two propellers, one under each quarter. Her speed was very good, considering the disadvantage under which she laboured, in a first trial, the machinery, and packing being all stiff and necessarily obstructing the free operation of her engines. We have no doubt, but that she will prove a fast and safe boat, having engines of considerable power, and being constructed to encounter the very roughest weather. The Messrs. Woodward are entitled to great credit for their spirited enterprise, and we heartily wish them a large share of public patronage, and a *substantial* return from the voyages of the Robert Rankin.

BUILDING SOCITIES.—We have this day furnished our readers with all the information, which at present we can procure, respecting these associations. This knowledge however, is of a very meagre description, and until we are better informed in the matter, it would ill become us to write approvingly of a system, which if in active operation in this Province, might possibly be attended with disastrous results. Owing to the greater regularity of pecuniary income in the Mother Country—and from this, and other causes—there prevails a habit of the strictest punctuality in the payment of all dues, which such a compact must necessarily require, and therefore, a building association, embracing a large number of members, might work with facility *there*, when serious difficulties *here*, might present themselves, to retard its operation. But still, we apprehend, that some alterations in the original plan, could be suggested, so that it would readily accommodate itself to our own habits, means and requirements. We have ope of very important advantage in New-Brunswick, over such associations in Great Britain; here *land* for building purposes can be generally obtained at a moderate charge, so that what would be one great item of expenditure elsewhere, would with us, present no very serious obstacle, so far as the outlay of capital is concerned.

If the project can be carried out, and thus mutual advantage be realised by the mechanic and house proprietor, without any serious risque of pecuniary loss to either, of course, each party would be the gainer.

Great attention should in every case be paid, not only to the style of architecture to be adopted, and the uniform beauty of external appearance, but the interior arrangement might be rendered more conducive to comfort and convenience, in the structures thus to be erected, by mutual co-operation, than at present generally prevails, where every man is in a great degree his own architect, and from the want of scientific knowledge, expends more money upon an ill contrived and inferior looking building, than under other and proper management, would be required, to construct a tenement in every respect better adapted to his wants, and to the growing taste for beauty of design.

At present, we are induced to bring this subject prominently forward—not from any confirmed opinion of its utility—because as yet we are ignorant of details, but in the hope that it may arest the attention of our active and skilful mechanics, who may be induced to weigh the matter carefully, and if considered feasible, we shall be happy to forward their views of it, by giving them publicity. If they can receive additional employment by the adoption of any well devised scheme, similar in its terms, to the one under consideration, and then the ownership of comfortable dwelling houses, can more readily be gained, we can at present perceive no just reason, why an association fraught with such advantages, should not be organized at an early period.

THE HALIFAX AND QUEBEC RAILWAY.—The report of the Chamber of Commerce of the City of Saint John, on the subject of this stupendous undertaking will be found in this day's impression. The Chamber was re-organised during the early part of the past summer, and the gentlemen composing its executive Committee, were elected by members embracing and representing the various commercial, manufacturing, and trading interests of the whole community. This report then, we have reason to believe, fairly speaks the public sentiments relating to a subject, which is now exciting no ordinary degree of interest throughout the country, and we are therefore happy to find, that the views of the Chamber of Commerce are highly favourable to the contemplated undertaking.

ART-UNION OF LONDON.—We are pleased to perceive by an advertisement in another column, that the labours of the Managers of this highly useful and praiseworthy Institution continue to be appreciated, and that the people of this Province may now by the appointment of a local Agent, be enabled to participate in advantages which such Unions only could offer.

We perceive three Gentlemen of our sister city are among the lucky ones this year—A. G. Frazer, Esq., is entitled to a work of art of the value of Eighty Pounds; A. McLeod, Esq., one of Fifty Pounds, and A. A. Black, Esq., one of Fifteen Pounds. Every one able to afford a Guinea should subscribe, as in addition to the chance of receiving a valuable prize, each subscriber will receive a first class Engraving from some painting of acknowledged merit. All necessary information respecting the distribution of prizes, &c., may be obtained of Mr. McDermott.—*Communicated.*

SAINT JOHN SUBSCRIPTION RACES.—The Saint John Races will take place on the Sands on Monday and Tuesday, the 10th and 11th November. Horses to be entered on Thursday the 6th.

THE CATHEDRAL.—The Corner Stone of the Cathedral was laid at Fredericton on Wednesday at 3 o'clock. The Military, headed by His Excellency Sir WM. COLEBROOKE, the Judges, Councillors, Members of the Assembly, and Gentlemen of the Bar, together with the Clergy, headed by the Lord Bishop, formed a procession in front of the Court House, and proceeded to the site of the building, in the immediate vicinity of the Parish Church. Here a numerous assemblage of spectators was gathered to witness the ceremony. An appropriate prayer was offered by the Lord Bishop, and the Silver Trowel handed to Sir William Colebrooke, with a request that he would lay the stone. To this Sir William replied in an eloquent speech, and then executed in due form the office assigned him. Afterwards, His Lordship addressed to some length the numerous assemblage that were present—combating the objections which some persons felt to this projected work, and earnestly inviting the co-operation of all. He then offered a concluding prayer, and the ceremony ended with singing the 100th Psalm, and accompanied by the Band.

The morning presented rather a gloomy sky, but just as the stone was about to be laid, a momentary gleam of sun shine enlivened the scene, which throughout the whole proceeding appeared to awaken much interest in the minds of the spectators.—*Chronicle.*

RESIGNATION.—The rumour is current, and we believe not without foundation, that the Hon. Mr. Justice Botsford has sent in his resignation as Judge of the Supreme Court in this Province.—In retiring from the high and honorable post which Mr. Justice Botsford had filled for so long a time with undeviating integrity, His Honor carries with him into private life the respect and affections of his fellow colonists, and, we doubt not, the full approval of his Sovereign.—*Courier.*

SUPREME COURT.—John F. Jones, Edward W. Miller, Jr., Bernard C. Friel, Douglas B. Stevens, Samuel B. Davidson, John Henry Phair, Charles Watters, and James G. Stevens, were admitted Attorneys of this Court at Fredericton on Thursday last.

The steamer *Herald*, disabled by the breaking of a piston rod, on her passage up from Eastport on Wednesday last, when off the Wolves, returned to port this morning, in tow of the Saxe Gotha. Her passengers were taken off by the Schooner William Walker, and arrived here on Thursday morning. The Herald experienced a severe gale on Thursday night, but rode it out in safety.—*Courier.*

A notice, signed by the Provincial Secretary, is published in the *Royal Gazette* of Wednesday last, stating that all applications for appointments to the Provincial Service, are in future to be addressed to the Private Secretary of the Lieutenant Governor, Government House.

*(From the Nova Scotian.)*

## BUILDING SOCITIES.

We briefly referred to this subjert a few numbers since, in making a remark on an article in one of our cotemporaries, directing special attention to its importance. We then promised to recur to it, and to lay the outline of a plan before our readers. We have examined the prospectuses of some of the companies now existing in the old country, and we find that it is scarcely possible to improve upon them. In the present state of our Banking system, which may be subject to many improvements, it would be an easy matter to show to the working mechanic how he might invest small savings with an almost inestimable advantage to himself and family. With the great capitalist, this subject will have little interest, as there are already existing many means of usefully investing his capital, which it is impossible for the small capitalist to employ. But this is a subject of *popular* interest; every householder of every grade, who is not at present an house owner, and all desirous of building around them an home for themselves and successors in family, should seriously regard this subject as one in which they are or should be much concerned. To young men, especially, who are commencing life, this matter should carry with it much weight: for they will see that small sums now needlessly used, may be employed to *buy a house.*

To gain the ends we have in view, a Society must be formed and enrolled by an act of the Legislature. It is not necessary, happily, to secure the co-operation of our great capitalists, although of course, as in every movement, this may be desirable; the work may be done without them.—To be effectual, it must be a *popular* movement; and the friends of the people in high places must lend their aid.—There exists no reason why every man who is a house occupier should not be a house owner.

The united assistance of the press should be given to this matter, and different plans should be brought forward, and well discussed that we might eventually form one that should be entirely adapted to our own peculiar circumstances. It might be considered a work of superogation on our part, were we to introduce any plan to lay as a distinct proposition before the public; rather, would we wish, that it should be a united work, and not in any shape carried out with a party spirit.

We cannot do better than give a digest of the plan adopted by the British Building and Investment Company, which is the most perfect we have seen. The sums mentioned are for sterling value. It will be seen by this how speedily and easily a man may become his own house owner. The monthly subscription to this Company is 10s. per share, and the Society is formed with the avowed object of abvancing to shareholders large or small sums of money to enable them to purchase Freehold or Leasehold property, and to provide a lucrative mode of investment for small or large sums. The plan here might be so arranged that the productive classes might receive a much larger interest than in the Savings' Banks, and have greater facilities of withdrawing. A shareholder of a Company, if formed, would commence with taking one share, and when he sees property to suit him in the market, might then take more, and a sum sufficient to pay the back instalments on such additional shares being paid by the Company, they might also advance in addition the sum required for the purchase of the property. A digest of the plan of the Company referred to is as follows, which, we think, would not require any material alteration.

To purchase a property worth £300, a Shareholder would require 5 shares, on each of which he would, in the first year of the Company, be entitled to receive £60. His repayment to the Company, would be 10s. per month, per share, or £30-a year for the five shares. The rent of the property purchased would be applicable to the repayments to be made to the Company.

A man who pays 2s 4d. a-week rent may, if he joins this Company, have the sum of £60, advanced to him to effect the puchase of his house, and the repayments he would have to make to this Society would be only at the rate of 2s. 3½d. a-week, or £6. a-year, rather less than he is now paying for rent.

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| If he pays 3s. 6d. per week, he may, in like-manner, for the same rate of payment, obtain | | | | £120 |
| If " | 4s 3d | " " | " | 120 |
| If " | 5s 9d | " " | " | 150 |
| If " | 6s 1d | " " | " | 150 |
| If he pays £20 a-year rent, he may, by paying the £20to this Company instead of to the landlord, have an advance of | | | | 205 |
| If " | £24 | " " | " | 240 |
| If " | £30 | " " | " | 300 |

And so on in like proportion.

If any advance is not required until the third or fourth year of the Company, a much larger sum would be received by the Shareholder on each share: thus, in the fourth year, he would receive £66; in the seventh year £78. per share, and so on, increasing every year. The monthly payment 10s. per share remaining the same.

Shareholders requiring money are supplied in rotation; and members residing in the country are thus placed on an equal footing with the town members.

This Company advances the expence of mortgages and all back payments on additional shares.

To exact entrance fees and levy fines, might be desirable as increasing the value of the shares.

That the benefits of such a society might be more *felt*, men of influence—friends of the people—should come forward, and lending their aid, equally benefit themselves by employing their spare capital, securing the same, if not a greater, rate of interest than can be obtained by other legitimate means. The plan suggested will require but little effort to simplify; a company might be formed with or without capital.

To discuss this subject farther in the present number would exceed our limits, but we intend returning to it anon. In the meantime, its advantages being so apparent and important to every man desirous of improving his condition and providing for his family will, we are sure, raise a general, interest in the subject; and greatly are we mistaken if the Press does not *unite* in considering some plans for, adoption, and with its collective power furthering its desired end—e every man his own house-owner."

## RAIL-ROAD REPORT.

THE attention of the Chamber of Commerce of the City of Saint John having been called, by His Excellency the Lieutenant Governor, to the subject of a Rail-Road contemplated through the North American Colonies to Quebec, they beg leave respectfully to submit the following report.

That in a young country like this, before a great undertaking similar to the one contemplated can be brought to a successful termination, it is absolutely necessary to obtain the co-operation of capitalists in England, which can only be effected by making it appear evident that they will receive a fair remuneration for the amount of capital they may have to spare; and in order to do this, it is necessary that the Rail-Road should pass through the most populous parts of the country, connecting all the large towns, and in addition to this, should comprise that tract of country through which the greatest quantity of Merchandise is transmitted.

Taking Halifax as the starting point, two lines of Road prominently suggest themselves—the one by Truro, Bend of Petticodiac, and from thence in as near a straight line as the nature of the ground will admit, to the Great Falls of the Saint John River, and thence by the shortest and most convenient route to Quebec.

The other Line from Halifax to Bridgetown, or to a point between Annapolis and Bridgetown where most convenient to cross the River, thence down the Granville side to Indian Point inside the Eastern head of Digby Strait, accessible to Steamers at all seasons of the year,—thence by Steamboat to Saint John, and thence up the valley of the Saint John through Fredericton and Woodstock to the Grand Falls, and from thence, as in the former line, by the shortest and most convenient route to Quebec.

In remarking upon the different merits of these two lines, they believe that as to distance they will be found very nearly alike; but the first has the advantage of avoiding the Bay of Fundy, which they believe is the only advantage this line possesses—passing as it does from nearly where it enters this Province, through an entirely wilderness country, in which there is and can be no traffic, the business of the Rail-Road would be confined to carrying the Mails and what Troops might pass along the line, and the conveyance of Passengers to and from the Mail Steamers. Or, these grounds, therefore, they believe that the earnings would not pay half the expenses that would be incurred working this line, making no allowance for interest of Capital invested.

Widely different from this would be the other Line, entering the Province at the thriving commercial City of Saint John, with its commodious Harbour, accessible at all seasons of the year; which City at the last census contained a population of Twenty-five Thousand Inhabitants, and at the Port of which during the past year Fifteen Hundred and One Vessels, registering Two Hundred and Thirty-seven Thousand One Hundred and Thirty-two Tons, entered at the Custom House: and during the same period, the Imports amounted to Eight Hundred and Sixteen Thousand Seven Hundred and Forty-two Pounds, Sterling,* and on the thirty-first of December last, the Tonnage owned in the Port amounted to Four Hundred and Four Vessels, registering Sixty-eight Thousand Four Hundred and Ninety-three Tons;† from this point proceeding along the valley of the Saint John to Fredericton, the Seat of Government, situated at the head of the Tide Navigation, and distant sixty-five miles by land and eighty-four miles by the River. Three Steamboats and a large number of Sloops and other River Craft are constantly plying between these two places; but, as the navigation is open for only little over six months in the year, and as the Roads are nearly impassable for a month at the setting in, and for about the same time at the breaking up of the Winter, plenty of employment would be found for the Rail-Road on this part of the Line. From Fredericton to the Grand Falls, distant one hundred and thirty-six miles, the River is rapid and interspersed with bars, and can only be navigated by flats towed by horses—a method which is very tedious, dangerous and expensive, the cost of conveying for this distance being Three Pounds Ten Shillings per Ton.

When it is considered that nearly all the Lumber shipped at the Port of Saint John passes down the Saint John—a river which, for the number and size of its tributaries, the extent of the country through which it runs, for the volume of water it discharges into the Ocean, and for the richness of the alluvial deposits on its Banks, is unrivalled by any other river on this side the Hudson; and when it is likewise considered that nearly all the supplies and merchandise necessary for the manufacture of this lumber has to be conveyed for a long distance up a rapid and difficult Stream, and being ice-bound for six months in the Winter, and unnavigable from the lowness of the water during part of the Summer, we cannot at all doubt the success and remuneration to be derived from a Rail-Road established on such a line. The whole distance from Halifax to Quebec by this line will be found nearly as follows:—From Halifax to Indian Point, crossing the Bend, one hundred miles; from Indian Point to Saint John by Steamboat, thirty-nine miles; from Saint John to Fredericton, sixty-five miles; from Fredericton to the Grand Falls, one hundred and thirty-six miles; and from thence to Quebec, two hundred and twenty miles—making the whole distance five hundred and sixty miles, which, allowing three hours for the passage of the Steamboat to Saint John from Indian Point, and twenty-four hours per hour by Rail-Road, could be accomplished in twenty-four hours. The Chamber of Commerce are not prepared to state what engineering difficulties might have to be encountered on this line; this can only be ascertained after a survey be by properly-qualified engineers; but at present they are aware of none that would cause a very heavy outlay. The face of the country is generally level or undulatory, rarely rising to what would be termed a hill in Great-Britain, so that few deep cuttings or heavy embankments would be required. Abundance of timber required for the construction of the Railway would be found throughout nearly the whole line; and should it be found expedient to construct the Railway wholly of wood, *bayonized* to prevent decay, and to be worked with Locomotives with guide-wheels, similar to those used lately on some lines in England, and about to be extensively introduced into Ireland, the cost would be reduced fully one-half. Another very obvious advantage in working the Rail-Road would be derived from the very low rate at which wood would be obtained for fuel.

To open and support this line would, no doubt, require large assistance from the Imperial as well as from the Provincial Governments of Nova-Scotia, New-Brunswick and Canada, and this, considering the greatness of the boon that would be conferred, would no doubt be cheerfully and liberally granted. The Chamber of Commerce would therefore beg leave briefly to advert to the advantages which would be derived by each on the opening of the Railroad.

To the Imperial Government, it would supersede the necessity of opening and making the Great Military Road between Halifax and Quebec, at present contemplated by them, and supposing the distance by this Road, between the two extreme points, to be five hundred miles, it would require twenty five days for troops to march through, allowing them to perform twenty miles each day, and the road for the greater part passing through a wilderness country, they would require to carry their provisions with them, and likewise to encamp out at night, which in our inclement winters would be next to impossible; the twenty-five days would be reduced to nearly the same number of hours. The Mails, likewise, would be transmitted in less than one-quarter of the time that would be required by this road.

The Chamber of Commerce are not aware what the expense of making and opening this Military Road might be; but they think it not too much to suppose that the Imperial Government would be willing to pay to the Railroad proprietors a sum of money annually, equal to the interest of the money that would be required for making this road, and in addition to this, the amount they now pay for the transmission of the Mails, and likewise a reasonable allowance for each soldier passing by the Railroad.—They would thus have their work performed for the same amount it would otherwise cost, and in a much shorter period of time, and so far as troops are concerned, consequently at a much less expence; they would likewise be relieved from the necessity of transmitting the Mails through a foreign country. To Nova-Scotia, likewise, the formation of this Railroad would be of the utmost importance: it would open up a large tract of country at present but thinly settled, would establish Halifax as the permanent port for the arrival and departure of the Mail Steamers, and more than ever render it the military depot of the North American Colonies; for these advantages the Government of Nova-Scotia would no doubt be willing to contribute liberally.

The greatest advantage that would be derived by New-Brunswick, would be on that part of the Line between Fredericton and the Grand Falls,—the River, as before stated, being of extremely difficult navigation between these two places. It is estimated by those best competent to judge, that the sum of one hundred thousand pounds would go but a small way in improving the navigation of this part of the River, still having the disadvantage of being ice-bound for one half of the year: it is therefore not unreasonable to suppose that New-Brunswick would be willing to contribute this sum to the Stock-holders, payable in such yearly instalments as might be agreed upon.

To Canada, likewise, it would be of great importance, affording it the advantage of a Port open to the Atlantic during the winter months, thus enabling the inhabitants to ship off their flour and other products, and to receive supplies of West India produce and other merchandise, at a season of the year when their own rivers and harbours are bound up in frost and snow. Another advantage they would derive in case of any disturbance with their restless neighbours, would be the facility and despatch by which the British Government would be enabled to place any number of troops in Canada that the emergencies of the case might require; the late improvements in steam navigation and the advantages of this Railroad would make it possible to have them comfortably lodged in Barracks at Quebec, in fourteen days from their embarkation at Portsmouth or Cork, and this without undergoing any fatigue that would incapacitate them from entering upon active service on their arrival. For these advantages Canada would no doubt contribute liberally.

Another benefit which would be equally participated in by all, would be the encouragement it would offer for emigration by the number of labourers and mechanics that would be required for the construction of the Rail-Road, which, by opening up many desirable and fertile parts of the country, would not only induce them to settle after the completion of the work, but open up a country suitable for emigration generally, and divert the attention of British subjects to a British Colony, instead, as of late years, to a foreign country.—This, they consider, would not be the least of the benefits conferred by this undertaking.

The Chamber of Commerce are not prepared to enter into any particular statistics to shew the probable return upon such a line as a whole; they therefore confine their remarks to the probable amount of traffic between the Grand Falls and Fredericton. They estimate the annual quantity of merchandize annually passing between these two places at upwards of Eight Thousand Tons; the Freight at present paid is Three Pounds Ten Shillings per Ton, which would make Twenty-eight Thousand Pounds, to which might be added Ten Thousand Pounds for Passengers, making in all Thirty-eight Thousand Pounds; reducing the rate of freight and passage-money would increase the traffic and travel in a greater proportion, and taking into consideration the large quantities of flour that would pass from Canada to New-Brunswick, they think it not over sanguine to say, that, in one year from the opening, the revenue from this part of the Line would exceed Fifty Thousand Pounds.

Under this impression, they would respectfully but earnestly beg to impress upon His Excellency and the Legislature the great importance to this Province of the establishment of this part of the Line, which could be connected at either end as soon as deemed expedient.

The Chamber of Commerce beg respectfully to submit the foregoing remarks as they occur to them, from the information they have been able hastily to collect for the information of His Excellency.

JOHN ROBERTSON, *President.*

I. WOONWARD, Sec'y.

* The Custom House returns up to this period exhibit an increase in the trade of fully 25 per cent. over that of last year, both in Tonnage and Merchandize.

† Information has been obtained since making up the Report, that the amount of Passage-money is less than one-half of what would be actually realized.

Passengers in the Ship *Harmony* from Liverpool—The Hon. William Black, President of the Legislative Council of this Province, and Captain Mcloney of St. Andrews.

### MARRIED.

On Saturday last, by the Very Rev. James Dunphy, V. G., Mr. Patrick Finn, to Miss Margaret Wilson, both of this City.

On Thursday evening, the 9th instant, at the City Hotel, by the Rev. E. J. Harris, Mr. James Fanjoy, to Miss Matilda Parrish; also, Mr. Duncan Parrish, to Miss Mary Prince,—all of the Parish of Waterborough, Queen's County.

On the 9th instant, at the Cathedral Church, Fredericton, by the Rev. Mr. Ketchum, Mr. Robert Anderson, to Sarah, third daughter of Mr. Andrew Paterson, all of that City.

On the 9th instant, at Blissville, in the County of Sunbury, by George Hayward, Esq. Commissioner for solemnizing marriage, Mr. Fitzmorris Kirkpatrick, to Jane, eldest daughter of Mr. Peter Kean, all of that place.

### DIED.

On Sunday last, at the residence of Chas. Hazen, Esq., Union-street, after a long and tedious illness which he bore with resignation to the Divine Will, Eliza, consort of George Anderson, Esq., of Murquash, in the Parish of Lancaster, aged 35 years, leaving a disconsolate husband and a large family to mourn their irreparable loss.—Funeral