

The Journal.

Thursday, May 12, 1859.

Vernon Smith's Lecture on the Pacific Railway.

(Continued.)

Mr. Smith goes on to show what are the present available means of communication between Canada and the Pacific through British territory. Steamers of 400 tons can now go from Quebec to the head of Lake Superior, 1600 miles. Hence forward to Red River, by a new route which the North West Transportation Company propose to open immediately, the distance is 500 miles. 140 of which will be a wagon road, and the remainder water communication by four steamers running in connexion with each other. From Red River the water communication is continued westward over 1000 miles, to the foot of the Rocky Mountains. Forward from this point to the Pacific, by Frazer's River, is 400 miles, but 200 of which is necessarily portage. "In all probability (says Mr. Smith) in another year or two, of the 3,500 miles from Quebec to Vancouver's following the course of the navigable streams, nearly 3,200 will be provided with steamboats, and travellers will be able without any additional Railway facilities than those now in existence, to reach Frazer's River from Montreal in ten days without more fatigue than is usually incurred in an ordinary journey of that duration."

The advantages presented by such a route as this over a route which crosses from 1000 to 1400 miles of an arid and parched desert are obvious at the first glance. The construction of the road could be commenced on one of the land portages between two stretches of water communication, or on all of them at once; and the means of procuring supplies and materials of all kinds are at hand, while over the deserts of the South the work would have to be pushed on from the extremities, and each section of the road as finished made the means of carrying forward materials for the construction of another section.

Mr. Smith enters into an elaborate calculation and comparison to prove the superiority of St. John as a seaport for the trade which must come over the Pacific Railway on this route. We shall not follow him, but shall give the results at which he arrives. "Our position here (he says) then, with a direct railway to the Riviere du Loup, is equal, if not superior, to that of New York as an exporting point for the Atlantic trade, and equal if not superior for a distributing one. In these calculations there is nothing assumed on the British side for the immense improvements yearly making in the Canadian canals, all intended to reduce the cost of transit, nor is the Ottawa route brought into the question at all, a project that if completed on the scale commenced must command the whole of the through traffic from the upper lakes." Mr. Smith also produces evidence to show that the route to St. John could compete successfully with that from Montreal to Portland.

A Railway to the Pacific would not follow the exact route of the present water and portage communication which the trade now follows, and which Mr. Smith has just described. We cannot do better than to describe the route, and the trade for which it would provide a new and superior means of transit in the words of the lecturer:

"Starting from a point, between Saint John and the Bend on the present line of railway, available for freight traffic seeking the shortest land route, and for passengers avoiding as much as possible the water, and embarking at the nearest port to Europe; through the heart of New Brunswick to the St. Lawrence, along the Grand Trunk Railway to Montreal, up the Ottawa valley to Lake Nipissing, thence round the heads of lakes Superior and Winnipeg to the Great North West valley of the Saskatchewan, the Rocky Mountains and the Pacific, makes a total stretch from St. John to the harbor of De Fuca of 3,200 miles."

The local advantages previously referred to, as the nearest and cheapest outlet from Lake Superior to the Atlantic, and the immense territorial possessions in the North West Prairies, in the valley of the Ottawa, and in our own Province, thrown open to settlement and civilization, are a small part of the whole question. They serve merely to indicate the importance of each separate link in the series, and to establish the local necessity for the construction of each section of the system. They convince us of the propriety of an expenditure, the interest of which is provided by an existing traffic, and the principal will be almost extinguished by the land sales of 60,000 sq. miles of fertile territory, devoid of an available outlet, and waiting only for the introduction of the locomotive and the steamboat to team with life and energy; and to link under one sovereign the whole noble expanse of these British possessions, stretching from Ocean to Ocean, and spanning the North American continent, where that continent is the broadest, its lands the most valuable, its rivers the most magnificent, its future the most promising, and its destiny the most elevated. Let us for a moment glance at the description of commerce that will pour its wealth into the Lower Provinces when British America becomes the highway of the world, when the traffic of Europe and Asia is concentrated on its Pacific Railway, its inland seas, its mighty rivers, its magnificent canals.

"The Pacific Railway is no local or secondary project. America, great as she is, and greater as she will be, is only one of tributaries. The roving Englishman and the wandering Chinaman, the East Indian merchant returning to the home of his childhood, and the European soldier going to his Oriental duties, the Australian and the Californian, the Berman and the Peruvian, the Mohawk and the Mogul, must all tread its busy avenues, and swell the motley multitude that throng its termini and crowd its carriages. That traffic which yearly sends its fleets from the Spice Islands to Europe; that still supports the caravans of Cairo and Damascus; that loads a weekly steamer on the Black Sea with the shawls of Cashmere, and the cotton, silk and drugs of Armenia; that overflowing trade which congregated in a few years, a population of 600,000 souls in the city of Alexandria; and last, but by no means least, that trade which the wants of three hundred and fifty millions of Chinese, recently thrown open to the world, must require and will have eventually. These currents of trade, swelled from Australia, South America and California, must all be collected and pay tribute to a Pacific railway before that line can properly subserve the wants of the world or fulfil the purpose for which it is created. A line from the Atlantic to the Pacific, complete, unbroken and integral, can and will revolutionize the Eastern world; and it is due to the subject to linger a few moments on the sources from which the future traffic will be derived, and to which the manufactures of Europe will ultimately trend in return."

Going more into particulars as to the nature and amount of traffic and travel which the East would furnish to this railway, Mr. Smith points out the peculiarities of Asiatic manufactures, and the wholesale emigration of the Chinese which has been and is now going on. "The Chinese, he says, already form a considerable portion of the labor of Cuba, they contributed largely to build the Panama and Central American railways, and British steamers are now engaged in the trade to that quarter, doubling Cape Horn with their living cargoes, and coasting round nine-tenths of the South American continent. In 10 months of 1855 one hundred and thirty square-rigged vessels cleared from Hong Kong with nearly 15000 passengers. During the same period 11,000 cleared for Cuba from other parts; the steam fed by the teeming millions of the Central Provinces has increased ever since, and though only vague calculations can be made, as to the total number, if the present ratio of increase is continued, it is certain that from China alone, a stream equal to the emigration from Great Britain, nearly 1000 per day, will shortly seek a communication to or across this continent. This exodus would load heavily a train a day for five months in the year."

The tea trade would employ 1 freight train per day the year round, and the saving in freight alone of this article to consumers in Europe and America would be one million a year. Then, there are the silk and cotton trades of China and India, the latter being one of the first cotton-producing countries in the world, and needing only facilities of transit to compete in the British market with the Southern States:

"But there is another element—time—

affecting, even more than the cost of freight and the course of trade; and in no description of commerce is this so apparent, or of so much consequence, as in the Eastern trade with Europe. The Aberdeen clipper obtains from £8 to £12 sterling per ton from China on the finer descriptions of teas, in consideration of a few days saving in time, and any route that can reduce the period of transit from China to England from eighty days, the present average clipper time, to fifty, at an expense not exceeding £5 or £6 per ton additional cost, may safely calculate upon 150,000 tons of European exports to the East, and at least the same weight of imports from Western Asia. When the simple value of these Oriental productions is considered, the elation of time is seen at once to be of far more consequence than a few pounds in freight. The silk and silk goods of India and China average from £2 600 to £3,000 sterling per ton in value; the indigo of Hindostan ranges from £500 to £1,000 per ton, whilst tea, coffee, spices, shell lac, and over 70,000 tons per annum of Eastern exports range from £100 to £300 per ton.—The bare interest alone, on a saving of 30 days time, equals the present freight of £8 to £12 per ton on the silk goods, whilst insurance and risk of damage or delay on such valuable and perishable commodities would insure their carriage by rail wherever the same were practicable."

The lecturer passes on to show the necessity which exists for Great Britain taking immediate steps towards the construction of the Railway, by the gigantic efforts which Russia is making to draw off the trade of the East through her own territories. He also shows the importance and economy of the road as a means of military communication between England and her distant possessions; discusses the advantages offered by St. John as the Atlantic Terminus; and concludes thus:

"In concluding this Lecture, which I fear has sadly taxed your patience, I must recall to mind the general argument with which I commenced, and the details of which I have attempted to prove. As a commercial, territorial, and military railway, the Pacific line through British North America is the only possible route and the political necessity of the age, and as its Atlantic terminus this city has advantages shared in by no other. The construction of the road, heavy and expensive as it is, is by no means without a precedent. Vancouver's Island may be connected with Halifax and Saint John at an expenditure not exceeding £25,000,000 sterling. Russia with one line of 2,600 miles asks for £45 millions. The Lombardo-Venetian Company will require on their railroad of 1900 miles in length, probably the same amount. Twenty-six miles only of this road cost over two and a quarter millions, and nearly six consecutive miles averaged over £45,000 sterling per mile. Spain has 500 miles of railway built or building at a cost equal to our utmost requirements, and in England where the system is supposed to be nearly complete, 1000 miles of road are under construction, and the estimated expenditure this year is over £20,000,000. In India four long lines are being prosecuted simultaneously, and one of them, stretching 1235 miles from Bombay, a single section of thirty miles, requires more labour than the whole of the New Brunswick roads together. There is nothing therefore impossible or improbable in the whole being completed in a few years' from this present time when the proud position this City will have attained will constitute it the commercial, if not the political capital of a Colonial Empire on this Continent, the value and importance of which to Great Britain, it is impossible sufficiently to appreciate."

Notwithstanding the space which we have devoted to this lecture, and the number of our extracts, we fear that we have not given the force and pith of its views and arguments. Its style is so concentrated and compendious that it is impossible to summarise it without losing much of its spirit and vigor. We hope that those who have read our notice will not be satisfied with it, but will get the pamphlet itself for perusal; they will find it quite as interesting as the latest novel, and rather more instructive. The qualities of Mr. Smith's mind,—his thoroughness, his astonishing command of facts and figures, his power of concentrating evidence from all sources upon the subject before him, his immense and various information, the clearness and precision of his judgement, and the breadth and freedom of his views,—are manifest throughout this little pamphlet. It is much to be regretted that the services of a man of such capacity and usefulness cannot be secured to our Province, and that a petty jealousy or a miserable economy drove him from the

employment of the public, the interests of which he is so well qualified to promote.

The only other remark which we incline just now to make is to express for the fiftieth time our profound regret at the indescribable and incomprehensible blindness and fatuity which plunged New Brunswick into a railway scheme which has, we fear, incapacitated her for many years to come from taking her share in the magnificent work the importance, the character, and the value of which this admirable pamphlet has so well elucidated.

TOWN TALK.

The Town is very quiet of late, and has been quiet during the whole spring. There is, doubtless, as much talk as usual, but it is more than usually stupid and uninteresting. Topics of importance and interest are lacking, and the hard times seem to have dulled even that incorrigible predilection for fun and practical joking, and all sorts of original pranks, for which Woodstock bears a character so high.—We have had nothing recently that could compare even with the famous visit of Colonel Allsopp, much less with the gracious bestowal by His Excellency of a high and important command in the Provincial Militia. Woodstock "High Jinks" are at present at a very low ebb.

The Cricket Club has, we are glad to see, opened the spring campaign. We trust that a love for this manly and healthful game will spread among our people.—We never remember spending a more pleasant half-holiday than the afternoon last Autumn on which the married men and the bachelors contended a game, to the enlivening music of the Brass Band.

The allusion to the Band reminds us to ask what has become of it of late. It has not made a single public appearance since last winter or this spring. If it is the coldness of the winter which has led to this state of somnolence it is to be hoped that the warmth and brightness of Spring will have a contrary effect, and that some of these fine afternoons we shall have one of those open-air performances in the Sheriff's square, which last summer yielded our people so much gratification.

Talking of Bands reminds us that our printer last week remorselessly crowded out a brief notice of the Concert given in the Mechanics' Institute the evening previous by the Upper Woodstock Band. The opinion which we have heard expressed is that the Band played admirably, and that had the Concert been as successful in a pecuniary point of view as it was in an artistic the whole matter would have passed off satisfactorily. We are sorry that it was not better patronised, as the Band are a most deserving association.

We are enjoying a magnificent freshet; our noble river has for the last week filled its banks in many places to the very brim, with occasional runnings over. The St. John presents at present a very creditable appearance, and has no reason to be ashamed of itself; it is a perfect "Mother of Floods." There is scarcely any loose lumber running yet, but rafts have commenced to pass in great numbers.

From rafts to steamboats is a not unnatural transition. The proprietors of the Richmond, Reindeer, and Bonnie Doon have made arrangements for running these boats in connection with each other. We have now a boat up from Fredericton every day, a boat to Tobique five days out of the week, and one through to Grand Falls once a week. Neither freight nor passengers seem to be abundant as yet; but we observe that fat cattle are going down in considerable numbers.

NEW PUBLICATIONS.—The Working Farmer for May is at hand. To our mind this is the prince of the Agricultural Monthlies; a copy taken and read by one hundred of the most intelligent and enterprising farmers in Carleton would result in increasing the agricultural products of the County thousands of pounds a year. This number is brimful of valuable and interesting matter. It contains a description of the farm of its Editor, Prof. Mapes of N. Jersey, from the New York Tribune of March 26th, the principal portions of which we shall endeavor to present to our agricultural readers in a week or two. The May number of another very excellent agricultural Journal—the Genesee Farmer—is at hand. It is well filled with useful matter, and is illustrated with wood cuts. We can add nothing to our former commendation, but can only express a wish that our farmers would by the expenditure of one dollar for the Working Farmer, or fifty cents for the Genesee Farmer, allow themselves the privilege of being benefited by them.

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BY TELEGRAPH TO THE JOURNAL THREE DAYS LATER.

Commencement of Hostilities!

ARRIVAL OF THE "ADELAIDE" AT NEWFOUNDLAND.

NEWFOUNDLAND, May 9. Steamship "Adelaide" arrived at St. John's N. F., on Monday from Galway, bringing Liverpool dates to 30th. Steamship "Hammonia" arrived at Liverpool 29th. News important. Austrians, 120,000 strong, are reported to have crossed the Ticino. This is not officially confirmed. No actual conflicts have yet occurred. French troops are pouring into Piedmont. The Duchy of Tuscany has joined France and Piedmont. The French Russian Alliance was denied, but the "Times" published the provisions of the treaties, causing a great panic on the London Exchange. Consols fell at one time as low as 88. About 40 failures occurred among stock operators.

LATEST.—It was telegraphed from various sources that during the night of the 26th a hundred and twenty thousand Austrians, under command in chief of General Gyulac, crossed the Ticino in three corps, D'Arme and Dike road toward the Nevara: they afterward blew up the bridge of Bufflers.

This news lacked official confirmation, and some doubt was thrown on it. It is reported that Austria accepted the proffered mediation of England, and postponed the declaration of war for a few days. France had not accepted, but it was said to be considering it.

The Paris Constitutionnel and Daily News deny the reported alliance between France and Russia. The latter say the document signed is a mere convention.

The "Times" professes to give the provisions of the treaty and draws most threatening consequences from them regarding the alliance as a menace to England; inasmuch as Russia guarantees the services of her fleet in the Mediterranean and Baltic, in addition to an army of observation on the Austrian frontiers.

The King of Sardinia issued an inspiring proclamation to his army, saying he regarded Austria's ultimatum as an insult, and rejected it with disdain.

French troops were landing at Genoa in large numbers, and were enthusiastically received.

The King of Sardinia had gone to join his army at Alessandria.

The Tuscan army had called on the Grand Duke to join France and Piedmont, and declare war against Austria. He declined, and fled, and the Tuscans declared a military dictatorship.

Warlike preparations are going forward in England. There was great activity at Woolwich. The Government had chartered Cunard's Screw Steamer Etna, and other vessels to convey troops and ammunition to the Mediterranean. There were rumors of a proclamation calling out ten thousand men for the navy. War premiums were being generally demanded at Lloyd's. Parliamentary elections commenced quietly.

Active military movements throughout France. 80,000 French troops expected to be in Italy by the day the steamer sailed. Denmark was reported to have concluded a treaty offensive and defensive with France.

Paris Bourse excited, but less so than London; declined one on the 27th; but recovered a half on the 28th. Three closing seventy-two seventy.

Great panic in London. Consols fluctuated excessively.

VERY LATEST.

Report that Austrians crossed the Ticino 26 is incorrect. Received orders to do so but countermanded, and remained on East bank. It is asserted that advanced posts crossed, and that main army would do so on 29th.

Austrian Official Journal contains imperial manifesto explaining necessity of a war with Sardinia, and authoritatively denies secret treaty of Russia and France.

LIVERPOOL, Saturday afternoon.—Austrian manifesto issued tantamount to the declaration of war.

PARIS Saturday.—Austrians crossed the Ticino and commenced hostilities. This is official.

MARKETS.—Cotton, all qualities considerably declined: quotations very irregular owing to Continental disquietude. Breadstuffs closed with considerable advancing tendency in all qualities. Provisions closing with advancing tendency—all qualities slightly advanced. Colonial produce depressed.

MONY.—Consols 89 to 89 1/4. Bank rates advanced to 3 1/2.

OM CALIFORNIA.—The recent California... give the most harrowing and... ling accounts of the cruelty and... ty of a Maine shipmaster, Capt. P... on a voyage from Cardiff, in... an Francisco. His crew was com... chiefly of Norwegians, and accordi... statement of Mr. Atkins, the se... were orderly men, well disposed... their duty. But the master seeme... early period of the voyage to be... sion of by a truly fiendish sp... h manifested itself in personal... and in putting them upon a... short allowance of water and pr... by which their strength was grea... ed, and they were indeed broug... erge of starvation. One of the... d Williams, was so savagely bea... m, and afterwards treated with... ct, that he died. Three others of... were put in irons by the orders of... r, and kept in the hold on top of... of coal. When the vessel arrive... rance, and the hatches were tal... appearance of these poor creatu... all who saw them with compas... r, and indignation. They were... d to the last degree, covered w... and vermin, unable to speak, and... m was insane. When the facts... known, it was with difficulty... Pendleton was saved from summe... at the hands of an excited popula... s immediately arrested and lodg... l, for want of bail, which was put... of ten thousand dollars. We... will meet the retribution due... ocities of which he has been guil... S. Marshall refused to have... taken by the reporters for the pr... exposure of the facts might p... e empennelling of an impartial ju... SWORD OF WALLACE.—A correspo... of the Glasgow Gazette complains... glect with which this historical... The writer went to visit the... at Dumbarton Castle, and was shock... being a piece of emptiness as... ne single stand of arms to upho... it bears. No arms were there... to Highland dirks, a Lochaber an... wall, carelessly hung and irreve... exposed, without a covering or... ing to protect it, the sword of... great martyr patriot. But this is... respects the sword, with its thrilli... ions. Some awkward creature... it down from the wall, has appea... at it fall, and there it is, about... two; and further, the iron run... it is doing its work of destructi... and surely.

HOLLOWAY'S PILLS.—There is a disea... has no name, yet is exceedingly... It consists in a relaxation of the... ital system. The appetite is poor... its low, the body feeble, the nerve... g, the eyes lustreless, the chest... pale, the whole physique in... prostration. The sufferer, though... in the morning or meridian of life... almost to decrepitude. To rescu... from this syncope, there is n... comparable to Holloway's Pila... fruit: the appetite, the spirits, th... the nerves. In fine, they reg... and, as a natural consequence, lin... e condition of the mental energis... forty second Anniversary of the... rge's Society of this City was ce... at the Waverly House on last... day, on which occasion the Com... d their guests sat down to an ex... inner prepared by Mr. Scammel... and singing were freely made and... rinary passed off very satisfi... Freeman.

PROJECT FOR ATLANTIC TELEGRAPH.—P. Shaffner says that "during... hing summer, with engineers al... gaged, he intends to travel over... mine the route, via Greenland... and the Faroe Islands, which, in... is the only practicable one for... pher between Europe and Americ... nderson, an accomplished lawyer... C. W., insured her life for \$5... the benefit of her son, who last... ministered strychnine to his moth... effects of which she died.