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Railroad connection with the Lower Provinces.

(From the Portland Advertiser.)

The tone of the Canadian papers is at the present time decidedly in favor of continuing their Railway improvements until a connection is effected with the Provinces of New Brunswick and Nova Scotia—thus uniting Montreal and Quebec by bonds of iron with St. John and Halifax. From a recent article in the Quebec Chronicle touching this question, we make the following extract:

"It has been the custom to argue this question in a military point of view, and the force of such an argument cannot be controverted. But we would maintain that, apart from this consideration, there are reasons of sufficient force arising from the mutual advantages, which the junction would confer on the inhabitants of the country both above and below. There is no doubt that military considerations, would form the principal grounds, on which expectations of Imperial aid would be founded. In a letter recently addressed to the London Daily News by Joseph Nelson, Esq., (a gentleman who has always taken great interest in our colonial affairs), some curious illustrations were given of the increasing necessity of Great Britain becoming more independent of the United States in every possible manner, not only for purposes of war but for the purposes of peace also. As we recently republished this letter in our issue of the 29th ult., we need not now repeat its details. Some persons argue that the projected line of railway would be too near the United States boundary to be sufficiently safe for military purposes in critical times. This objection is more plausible than real, and certainly might be urged with as much force against the Grand Trunk, as against the proposed line. With such a railroad running through the chief Provinces of British North America, and connecting Canada with an Atlantic port in British territory, we should no longer want a suitable harbor for such vessels as the Great Eastern itself, connected by railway with Canada, our fellow-subjects would be enabled to supply sufficient cargoes and traffic at St. John, or Halifax, even for the new levantine class of ships."

It is quite manifest from the tenor of these remarks, that the Canadian Government desire to have access to the ocean through an unbroken line of British territory, and that to effect this end they are willing to embark on the apparently unwise scheme to which we have referred. It is at the same time quite obvious that without the active co-operation and "material aid" of the "Lower Provinces," it will be quite impossible even for the project to prove successful. It is equally plain that it would be adverse to Portland to have the Canadian railways extended in that direction. The palpable defect would be to send to St. John or Halifax all the traffic of the Quebec branch of the Grand Trunk that now finds its way to Portland, and this though at present not amounting to a great deal, is prospectively very valuable. The tendency would also be to detach a considerable portion of that which comes over the Montreal branch, and give it a direction similar to that which would be taken by the Quebec branch. It requires no arguments assuredly to show that this would be adverse to the interests of Portland and of the whole State generally.

How can the consummation of this scheme be prevented? Why, simply by detaching the Lower Provinces from the Canadian railway interest, and affording them inducements to unite directly with the Railways of New England. The people of New Brunswick and Nova Scotia greatly prefer to connect with us on this side of the line in effecting a connection. We can give them the most direct route to the commercial cities on the Atlantic sea-board, and self-interest will prompt them to come through our State, if we will but meet them half way. Shall this be done? Shall we make one vigorous effort to secure for all time the trade of those rich Provinces, or shall we by our supineness and indifference force them into an unnatural connection with Canada? Portland has a deep and double interest in the matter. First, to prevent the Canadian trade seeking the sea-board at St. John; and second in securing the trade of New Brunswick for herself so far as she can. The question is one of importance, and though it has not attracted any great share of public attention for some years past, it is constantly growing in magnitude and urgency.

Proposed Eastern Extension of the Grand Trunk Railway.

(From the Toronto Leader.)

"When the project of a Grand Trunk railway was first conceived its extension through British territory to the ocean was a part of the scheme. At one time the British Government, through Lord Grey, who was then

Colonial Secretary, agreed to guarantee the capital which was necessary for the construction of an international line of Railway. Advantage was taken of a dispute regarding the location of the line to get rid of the obligation implied in this promise. It was immediately after the withdrawal of the promise, by the Imperial Government, that the Grand Trunk project became a reality. Since then various attempts have been made to induce the Imperial Government to carry out something that would be equivalent to its original pledge; but so far without success. The Indian war or some other national exigency, creating an extraordinary demand on the Imperial revenue has from time to time been urged as a reason for refusing to render the assistance asked for.

It could scarcely be possible to urge anything new in favor of the continuation of the Grand Trunk through British territory to the ocean. Now that line has been completed as far as Riviere du Loup the question of its extension naturally forces itself upon public attention. Under these circumstances Messrs. Forsyth and Rhodes came forward to say what every one else is thinking: The line cannot be permitted to stop short of the New Brunswick boundary, where it will connect with another leading to the ocean. There are no less than four or five separate interests which require this extension. In the first place the Imperial Government, if it intends to hold these provinces by a firm grasp, must have the means of communicating with the whole of them during the winter months. At present this cannot be done, and an army could not be brought into the country in case of war with the United States, except during the season of navigation. During the winter months the whole of our frontier towns, most of which are without any military protection worth speaking of, might be taken by an invading army from the south side of the frontier line. Even during the dominion of the French the necessity of a military road through these Provinces to the ocean was strongly urged; for in time of war with Great Britain they had found it necessary to send troops all the way round by Hudson's Bay. The necessity of a military road was recognized by the Imperial Government not a dozen years ago. But since then so many other matters of more pressing urgency have made demands upon the Imperial exchequer and have absorbed the time of Imperial ministers, that this project has been forgotten or neglected. England spends numerous sums in the conquest of distant portions of earth, but she frequently fails to take timely precautionary measures for their preservation. It requires an American war, a Canadian rebellion, or an Indian mutiny to rouse her energies and wake her to the realities and necessities of the case. The Provinces are of course also interested commercially in the construction of an international Railway by the extension of the Grand Trunk through British territory to the ocean. A grant of land was made for this purpose by our Legislature some years ago; but this has not secured the success of the project. The Province has already made such extensive exertions to effect and aid great public undertakings, that at this moment there seems a general disposition to pause and not go further at present. Besides, there is a prevalent feeling that the interest at stake makes assistance to the extension of this line, an imperative duty on the part of the Imperial Government. The Grand Trunk Company has also a deep interest in the success of the project. It was never estimated that the eastern section of that road would cost more than two-thirds of the western; and experience shows that, without a connection at the New Brunswick frontier, the disproportion will be much greater. Between the western portion of the New Brunswick line, as at present constructed and the Grand Trunk at Riviere du Loup there is a gap of only 180 miles. The question is how to find the means of bridging this over. As to the necessity of the work there is no difference of opinion; and where there are so many and so powerful interests concerned, the problem is sure sooner or later to find a solution. It is important for all interests that this consummation should be brought about with the least possible delay.

An infamous attempt to enslave a family of free negroes was lately thwarted in Louisville. A negro man and his wife were some years emancipated by their master. By industry and frugality they gained a sum sufficient to purchase their son, who afterwards married a slave, and she was purchased by the old couple. The old man died very suddenly, when a tailor named McGrath, conceived the idea of enslaving the free negroes. In company with another person, he applied to a lawyer named Clancy, and promised him four hundred dollars to aid him in the scheme. The lawyer prepared bills of sale from the old negro to McGrath, who proceeded to take possession of the free negroes. But the old man had given his children free papers, of which McGrath was ignorant, and the nefarious plot was thus easily exposed. It is said the lawyer intends turning state's evidence. The parties are now lodged in jail. It is surmised by many that foul means were used to produce the old negro's death from its great suddenness.

den convulsus, the phœasant's eye, and several other flowers, were quite closed, and marigolds "had gone to bed with the sun." The leaves of lupines, laburnums, and acacias, all hung drooping as at night time; and darkness gradually disappeared, the flowers and leaves opened and stood erect as if to meet the dawn.—[Dickens.] All the Year Round.

Poetry.

A Voice from Heaven.

I shine in the light of God,
His likeness stamps my brow;
Through the shadow of death my feet have trod
And I reign in glory now.
No breaking heart is here,
No keen and thrilling pain,
No wasted cheek, where the frequent tear,
Hath rolled and left its stain.
I have found the joy of Heaven.
I am one of the angel band,
To my head a crown is given,
And a harp is in my hand;
I have learned the song they sing
Whom Jesus hath made free,
And the glorious halls of Heaven still ring
With my new-born melody.

No sin, no grief, no pain,
In my happy home;
My fears are fled, my doubt all slain,
My hour of triumph come.
Oh! friends of my mortal years,
The trusted and the true,
Some walking still in the vale of tears,
I wait to welcome you.

Do I forget? oh, no!
For memory's golden chain
Shall bind my heart to the hearts below,
Till they meet and touch again.
Each link is strong and bright,
And love's electric flame
Flows freely down like a river of light,
To the world from whence it came.

Do you mourn when another star
Shines out in the glittering sky?
Do you weep when the voice of war
And the rage of conflict die?
Then why do your tears roll down
And your hearts ache sorely risen,
For another gem in the Saviour's crown
And another soul in Heaven?

NATURES BOMBERGERS.

The scarlet pimpernel, (*Anagallis arvensis*), shepherd's barometer, or poor man's weatherglass, is the best floral barometer; because, not only does the flower never open on a rainy day, but long before the shower is coming it is conscious of its approach, and closes up its petals. This peculiarity was noticed by Derham in his "Physico Theology," by Lord Bacon, who calls it vinco-pipe, and by Leyden. Not only does the pimpernel shut up its blossoms during rainy and cloudy weather, but it is one of the best of clock flowers, opening its petals in our latitude at about ten minutes past seven in the morning, and closing them a few minutes after two in the afternoon. Dr. Seeman, the naturalist of Kellett's Arctic expedition, mentions the regular closing of the flowers during the long day of an Arctic summer. "Although," he says, "the sun never sets while it lasts, the plants make no mistake about the time, when, if it be not night, it ought to be; but regularly as the evening hours approach, and when a midnight sun is several degrees above the horizon, they drop their leaves and sleep, even as they do at sunset in more favored climes." This naturalist adds, that if ever man should reach the Pole, and be undecided which way to turn when his compass had become sluggish and his attitude about ten minutes past seven in the morning, and closing them a few minutes after two in the afternoon. Dr. Seeman, the naturalist of Kellett's Arctic expedition, mentions the regular closing of the flowers during the long day of an Arctic summer. 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