



THE OBSERVER.

St. John, Tuesday, November 4, 1853.

ENGLISH MAIL.

To the politeness of James Whitney Esq. of this City, we are indebted for a copy of Whitney & Smith's European Times of the 18th ult., from which we make copious extracts. Mr. Whitney causes passages in the Canadian Standard, Halifax, which arrived in Halifax on Saturday last, and from thence he took passage in his own steamer the North America, and arrived here last evening.

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

RAILROAD COMMUNICATION WITH CANADA.

We are glad to see by the papers which came to hand on Tuesday last, that the project of a railroad for connecting Quebec with the Atlantic, via Fredericton and St. John, N.B., with Halifax, is exciting the attention in Canada, New Brunswick, and Nova Scotia, which the importance of the subject demands. As a great energetic scheme for connecting the Mother Country more immediately with her North American possessions, it is deserving of the most anxious consideration. The point of view, considering the great interests involved, the daily increasing trade which will still further be stimulated by the completion of the present railway, and the enormousness of the great St. Lawrence, is one of the most bold and happy schemes which has recently occupied public attention. The route is only 600 miles in length—appears in its present shape especially extensive; but the views of the spirited projectors go beyond Canada West, and extend as far as the shores of the Pacific! Viewed in this light, it is an undertaking in which the commerce of the world, but more especially the commerce of Britain, is immediately and deeply interested. A scheme so gigantic ought to have the support of the "powers that be," and we are glad to learn that in addition to the aid of the Colonial Government, it is in favour with and has received the patronage of the House of Commons. But it is present it would seem that the projectors do not contemplate going beyond Canada.

For some point of importance may be named the projected line from Boston to Burlington, with a branch to Montreal, which would absorb the Eastern trade of the Colony; and next in the order of importance is the projected line from New Brunswick to Quebec, with a branch to Montreal, Halifax and St. John, which would open at all seasons of the year, particularly in the winter, a direct communication with the Atlantic, and make it as safe a route as the arrival and departure of the mails. Extensive floods, causing much damage have occurred in the North of England and Scotland. Much corn which remained in the field was carried away, as also sheep and cattle, some lives were lost. In our paper of the 19th of July we suggested the adoption of bell buoys and lighted buoys at Halifax, and along the coast east and west of Nova Scotia. This scheme, which we have since given our support and influence to this undertaking.

In reference to railway communication, our attention has been called to another project—that of the proposed line from Funchal to Angra, N.B., by a branch to Fredericton, which would not be over 400 miles, thereby making another outlet at the mouth of the Bay of Fundy; and that, through a country fertile in minerals, and the construction at a small expense. The letter, in another column, of our correspondent, Mr. Wilson, a gentleman well known in the colony, and who will be read with much interest.

We are pleased to learn that through the active influence of A. R. Young, Esq., of Halifax, who is now in England, the project of a railroad scheme made from Halifax to Windsor.

COMMERCIAL.

A variety of causes may be adduced to account for the present depression. Foremost is the railway mania. It swallows up all classes and slides in its vortex; the steady merchant and the reckless gambler are alike victims. The depression is a general one, and the organization would seem to put them out of the way of temptation, not like persons labouring under a stimulating excitement, but men who conduct their general business. Again, there is the fearful deficiency in the potato crop, and a bad grain harvest—circumstances in themselves sufficient to depress the market. The fact is, however, that the potato crop is so small, and the price of wheat so high, that the market is likely to be a counterpoise to the prevailing depression.

The price of Corn is rising rapidly, and the market is likely to be a counterpoise to the prevailing depression. The weather lately has been most wretched, and even at the present moment large patches of snow are to be seen in the north of England and in Scotland, while as we have stated previously, the position of matters in Ireland is such as to be a counterpoise to the prevailing depression.

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

It is a fact well known, that owing to the scarcity of labour, the price of sugar in the West Indies is high, and it is not unlikely that the price will continue to rise.

The French military force in Algeria is 90,000 men; the European population in the army, 8,000; the revenue about 2,000,000, and the expenditure upwards of three millions sterling.

The death of the Rev. Dr. Young, of the Protestant Episcopal Church, is a great loss to the community. He was a man of high character and great talents.

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