

avoided, because the same vessel which discharged at Montreal might continue on to Greer Island. For the supply of the interior and lumbering districts of New Brunswick it would have no competition. The summit to be overcome between the waters of the St. Lawrence and shore of the Atlantic is lower on this route than at any other point east of Lake Champlain, and is nearly 150 feet less than on Major Robinson's line at the Metapedia.

By Major Robinson's survey, a barrel of Canadian flour from Green Island, would not reach a winter shipping port in less than five hundred miles, or double the distance of the St. John's route.

The route between Quebec and Green Island includes the wealthiest and most populous portion of the settlements below that city, and the whole route I have alluded to, from Quebec to the head of the Peticodiac, passes through a settled country, the seat of an existing business, with the exception of an aggregate of about fifty miles in two detached sections, between the Madawaska and the St. Lawrence.

On the route of the St. Lawrence and Woodstock road, I believe there is an unsettled tract; but if the line should strike the Bay of Fundy at St. John, it would traverse a settled country, with good roads and agricultural capabilities, from the outlet of Lake Temiscouata to that city. New Brunswick would probably have a longer tract through her territory by this route, than by that of Major Robinson; but she has already endorsed and aided the European and North American, and the St. Andrews and Woodstock lines—so that there only remains for her the section between Woodstock and the "disputed" boundary line—say 100 miles—and as she gets two roads, she will doubtless consent to the Imperial proposition, if extended to the St. John route.

The St. Andrews and Quebec line have built ten miles of their road, from the Port of St. Andrews on the Western boundary of New Brunswick, northward toward Woodstock, and have the iron and locomotive on the spot. They have lately received important aid, and hope to extend to Woodstock on the St. John—eighty miles from St. Andrews—in two years.

The European and North American line, from this road, through the St. John to the Bend of the Peticodiac, is surveyed, and an organization effected. The general features of the St. John route, its existing settlements, agricultural and mineral facilities, the markets of the New Brunswick and Maine lumber trade, its short connection with the St. Lawrence and the Atlantic, its junction with the great American lines, to Halifax, and above all, its union of the interests and influences of the three Provinces, in my judgment recommend it to serious consideration, and remove much of that air of impracticability which has undoubtedly hung around this vast prospect.

Having given my views with regard to the route most suitable to our interest—I will take the liberty of stating what I consider to be our position relatively, with respect to the proposed Halifax and Quebec Railway.

To the Lower Provinces which have no public works or public debt of importance, this Railroad is a matter of the last moment; yet with a full appreciation of all the benefits which may accrue to us, I do not see how Canada with her Canal debt and her own six hundred miles of Trunk Railway (already taken up) can at present come into the Imperial proposition.

But if Great Britain would change the amount from seven to ten Millions Sterling, and include the whole Canada Trunk line, she would not increase her risk by extending it over a paying section—and we could then afford to come into the proposition—and even to consent to important modifications of the route through New Brunswick.

I can see no objection to this course, because the road may as well stop at Rimouski as at Quebec or Montreal, for thus far it merely connects independent seaports; until the extension of one trunk line from those seaports into the interior is secured, the road cannot be justified or maintained. Detroit must be reached before the "through" travel from Halifax to the valley of the Mississippi can be obtained for the Northern route.

I remain,
very truly, yours,
THOS C. KEEFER.

(Signed)
Hon. W. H. Merritt, M. P. P.
Toronto.

THE CROPS.—We have made it our business this last week, to enquire of many of our practical Farmers, in regard to their harvesting prospects. And they all with one voice tell us, that they have not for many years past, seen such a promise of an abundant yield. The Hay, and all kinds of Grain crops, they say are in most flourishing condition. Potatoes look remarkably well, and if they continue to come forth, the remainder of the season as they have within this last fortnight, there will not be a Farmer in this section of the Province, but will have a large surplus. Notwithstanding the many rains and the much cloudy weather we have had, for some time past, Corn seems to hold its own, and with a few warm sunny days, will spring up finely. Should the summer only continue on as it has come in, Carleton will export more Produce the coming Fall, and next Spring, than she has the last four years. The gold returns of California will bear no comparison with it.

The peaceable portion of the community of this place have within the last few days been very much pestered and annoyed by a large majority of the boys belonging here, and in the vicinity, in the very prevalent, and blackguard practice of burning Squibs or Crackers.—The other evening while standing in our office door, we

saw a young man light one, and throw it at a peaceable female who was passing along the street; a few minutes after one of our most respectable and influential townsmen came by, when the same young gallant threw one in his face. In fact those who meet in the hall above stairs, for religious worship, were so interrupted by them, intermingled with language disgraceful to any human tongue, that they could hardly proceed with the services of the evening. We hope all our Magistrates will see to this, as only one has as yet. If a stop is not put to it, we shall expose some of the actors in a way they little think of.

THE TWELFTH.—We direct the attention of the Members of the different Orange Lodges of this place, to the advertisement of the Richmond Lodges, inviting the Brethren of Woodstock, and other places, to join them in a Procession, and also to hear a Sermon preached by the Rev. THOS. TODD, who has kindly consented to do so on that day. The Brethren in Fredericton also intend having a demonstration in memory of that eventful epoch. We hope the Brethren will attend one or the other of these places. It is probable that the Steamers will be running between Fredericton and this place. We tell those who go to Fredericton they may expect a rich treat.

TEMPERANCE DEMONSTRATION.—It will be seen by an advertisement in our columns of to-day that the Grand Division of the Sons of Temperance of New Brunswick intend holding their Quarterly Session at this place on Wednesday the 30th inst. Woodstock and Melancthon Divisions, S of T., purpose holding a Grand Demonstration on that occasion. From the preparations that are being made by the very vigilant Committee of these two Divisions, the public, as well as the friends of this great moral reform, may expect something, the match of which has never been seen in this our remote but pleasant country town. It is the intention of the Committee to have a procession at that time, when no doubt "the Sons" will appear in their strength.

Below we give a short paragraph from the *Charlotte Gazette*. The editor of that paper seems to think (or rather to say) that St. Andrews will derive no benefit from the contemplated railroad to Quebec. He says they have nothing much but "empty stores, and as empty tills." We don't wonder at that; a few such prejudiced men in a community would make any thriving place look barren. Were the road built, you could live without smuggling; and if you are inclined to doubt our word come up and see us. We are really astonished to think any man would give way so to a little private ill-feeling, when a work of such magnitude is at stake. We hope our contemporary will lend his influence to build the road, and when that's done, we will give him something else to "fill up the picture."

"ST. ANDREWS AND QUEBEC RAILROAD.—The progress of this scheme has had a most disastrous effect upon the business of St. Andrews. Empty stores, and as empty tills, with a desolated butcher market,—figuring only in the bony remnants of departed carcasses,—have marked its track; whilst in the rear ground smuggling clippers, and frauds upon the Public Revenue fall in to fill up the picture. With the last mentioned feature—smuggling—report has dealt freely in mixing up a leading member of the Company."

[From the St. John New Brunswicker.]

NEW POSTAL ARRANGEMENTS.—After the 7th of July next, there will be a uniform rate of postage of three pence on all letters not exceeding half an ounce in weight, throughout these North American Colonies.—At the same time, the postal regulations of the United States take effect, which establish a like uniform rate of five cents throughout the Union, except to California, to and from which the rate will be ten cents. All newspapers and pamphlets of less than two ounces in weight, wheresoever printed, by virtue of Mr. Barberie's Act passed at the last session, will pass throughout this Province free of any postage whatever. And by the Post Office Act of last session, printed books, magazines, reviews or pamphlets, whether British, Colonial or foreign, may be sent through the post from this Colony to the United Kingdom, or from the United Kingdom to this Colony, at the rate of sixpence sterling (prepaid), for a single volume not exceeding half a pound in weight; for a volume exceeding a pound, one shilling sterling, and an additional shilling for each additional pound. This will be a great boon an immense advantage to these Colonies. It will enable us to receive by mail from England great numbers of books and publications from which we are now almost wholly debarred, and it will enable us to send to our friend there, by mail, any work which we think may give them correct information as to these Provinces. This mode of transmitting printed books, cannot fail to produce among Colonists a more lively interest, and better information as to all that is going on in the Mother Country; while our fellow subjects there will soon acquire a more accurate knowledge of the North American Colonies, and of the wishes of their inhabitants.

But we have still another gratifying statement to make. Under the authority given by the Post Office Act of last Session, a Postal Convention has been entered into with

the United States, by which, for Post Office purposes, the United States become virtually a part of our system. It has been agreed, that all letters posted in these Colonies for the United States, and in the United States for the Colonies shall respectively pay a uniform rate of six pence. No accounts are to be on either side, but so in the arrangements between the Colonies in themselves, each party retains what postage they may receive. The post office stamps of the United States, and of the Colonies, will be reciprocally received as evidence of the payment of postage; and the postage in either country, may be prepaid or not, at the option of the sender. The only exception to the uniform rate of ten cents for all letters, to and from the Colonies and the United States, will be in the case of California letters, for which there will be a rate of fifteen cents the half ounce, or nine pence Currency, the payment being also optional.

The Postal arrangements with the United States have been entered into in the most liberal and prompt manner, by the Post Office Department there; and they cannot fail to produce a much greater amount of communication by mail, than has heretofore existed, the advantages of which can as yet be scarcely conceived. This is the first dawning of reciprocity between the Colonies and the United States, and may be hailed as an evidence of "the coming day."

The three penny postage stamp will exhibit the Crown surrounded by the Rose, Shamrock and Thistle; the six penny stamp will bear the head of Prince Albert, while the shilling stamp will exhibit the head of Her Majesty. The new regulation of the Post Office in this Province, to meet these great changes now so close at hand, are nearly ready and will be issued in a few days. We congratulate the country on its being about to enjoy these greatly improved and cheap means of intercourse by the Mail!

We copy the following *painfully true* remarks from the *Calais Advertiser* of the 11th June:

With these facilities for transmission through their territories, at the earnest invitation and request of the people of Maine, a large number of delegates from all the Provinces met in general convention at the city of Portland in July last, for the object of organizing immediate measures in co-operation with the people of the United States, for the construction of a line of Railroad from Waterville, Me., to Halifax, N. S., to be called the "European and American Railroad," and thus completing an entire line of communication by Railway from Halifax to New York and all other cities of the Union with which New York is, or may become connected.

The desire for the immediate undertaking of this great work was unanimous and ardent among Colonists of all classes, sects and politics.

Executive committees were appointed in Nova Scotia, New Brunswick and Maine to bring in bills before their respective Legislatures for an act of Incorporation, at the earliest opportunity.

Nova Scotia at great expense and sacrifice sent Hon. Joseph Howe, Provincial Secretary, as a Delegate to the British Government to obtain from them a loan of capital or a guarantee for the interest by which the capital could easily be obtained for the completion of her portion of all the work. Mr. Howe was occupied in England from November till April in the prosecution of his mission, during which time the Legislature of the Provinces had met and adjourned.

No man could have performed better the part in which he acted, and no Colonial Delegate was ever more enthusiastically supported by the wishes and efforts of his fellow Colonists.

After all his efforts, after all this feeling in his support what has been the sum and substance of Lord Grey's reply?

The despatch of Mr. Howe's, under the direction of the Principal Secretary of State for the Colonies, of the date of the 10th of March last, in answer to Mr. Howe's application, with a profession of favor towards its object is a direct evasion of its prayer, with propositions for the substitution of another enterprise entirely foreign to the one for which Mr. Howe was sent to negotiate, under conditions and restrictions such as no freeminded Colonist could ever accept.

Earl Grey says, in effect, we cannot lend you any assistance to complete a road to connect Halifax or the Provinces with the United States. Your possession is necessary to our power, and we fear the influences which would be brought to bear upon you by such intimate connection as a line of railroad between you and the States would create. This is what he means, though he expresses himself in favor of the work—but then he refuses money and aid—and endeavors to delude the Colonist with a most magnificent proposal—no less than the offer of money to build a road from Halifax to Quebec—which he had repeatedly before refused to do on the united application of all the Colonies, by whom the project had been long abandoned; and why it should be is obvious: the immense cost and distance of the road, the barrenness and sparseness of population through which it must run, and its uselessness in competition with the St. Lawrence. But even to have it, the Colonies must all unite to pledge their revenues for payment of principal and interest, the work must be vested in Imperial Commissioners under Imperial control. It could never prove other than a great colonial sinking fund, by which the Provinces would sell themselves body and soul to Great Britain; her power over them would become complete—their hope of ultimate independence forever gone, and all hopes of benefit, through reciprocity of trade and connection with the United States cease to exist.—This is now the present condition of the question. May it not well be termed a crisis.

New Brunswick has unhesitatingly rejected even a consideration of the proposal—Canada and Nova Scotia are left to decide upon their action herein. A convention is to be held shortly at Toronto. But if the wishes of the great majority of the people are consulted and carried out, there can be little doubt as to the decision thereon.—*Cor. N. Y. Tribune.*