

Lord Pakenham, British minister to Portugal, sailed from Southampton June 9th, in the Royal Mail steamer *Severn*.

It is said that R. M. Kelly, the member for Leith, is to go to Florence to fill the place vacant by Mr. Shiel's death. A Demarara house in Liverpool had suspended payment, as had also the Messrs Finch, iron merchants, whose liabilities are said to be £180,000.

Ninety Hungarian refugees have arrived at Southampton from Constantinople. The British Government intended to defray their expenses to New York.

IN IRELAND great efforts are making to open the Dublin and Galway Railway by August 1st. The engineer had pledged himself that it should be completed by that time, when it was expected that the first train would be filled by American citizens.

The agitation against the penal measure of Lord John Russell had subsided.

The crops promise a fine harvest both in England and Ireland.

**COLONIAL.**

Below is a communication taken from the *St. Andrews Standard*, as well as some remarks by the Editor of that paper. We are glad to see that our suggestions as to a GREAT COMPROMISE RAILWAY, made by us some weeks since, is beginning at last to attract that attention we could wish. Not a word at that time was said by any of our contemporaries to help it along, now it is attracting the necessary notice to insure its completion. In our next we shall take it up more in detail, as now is the time for those parties in this Province who really wish to see a railroad so as to suit all sections and interests of the Country, (and at the same time be a trunk railway for the British Colonies,) to put forth every energy towards carrying out the proposed object, viz:—the construction of the Halifax and Quebec Railway in connection with the *St. Andrews and Quebec*, as well as the *Halifax and European and North American roads, passing through St. John, Fredericton and Woodstock*.

**HALIFAX AND QUEBEC RAILROAD.**

To the Editor of the *Standard*.

Sir,—I have lately read with much pleasure the Hon. Joseph Howe's speech at Southampton in England, and at Halifax, and St. John, N. B., on the all-important subject of a *Grand National Railway* from Halifax to Canada. I conceive this one of the most important measures ever brought before the British public—a measure fraught with consequences, that ages and ages unborn will hail with blessings on its promoters; and I verily believe that this work is by direction of an over-ruling Providence, and that Mr. Howe is an instrument to consummate the design.

It would be futile and extremely absurd, to attempt to advance an idea of the important results to England and the British North American Colonies from the construction of a Railway from Halifax to the Pacific, through Nova Scotia, New Brunswick and Canada, to Vancouver's Island, all on *British ground*. Time will complete this line of railway I have no doubt. Mr. Howe finds no difficulty at Halifax nor will he in Canada, but New Brunswick is in part opposed to it; yet I hope a plan will be proposed by Mr. Howe, that all the British Provinces will be united in this grand scheme. Suppose a line of Railway from Halifax to the Bend of Peticodiac, from thence to the coal mines at the Grand Lake on the River St. John, thence near Fredericton, (the seat of government of New Brunswick,) thence by the valley of the Keswick, to cross the St. John below or at Woodstock, and unite with the St. Andrews and Quebec Railroad.—It is my belief, that all parties may be united in this line, as by reference to the map it will be seen that a branch may be made from Fredericton to St. John, also to Miramichi and Bay Chaleur. This would place the City of St. John in direct communication with Canada, by the shortest possible route; a line could easily be made from the St. Andrews and Quebec Railroad where it was intersected by the St. John branch, to Bangor in Maine. Besides, the line from Halifax to Quebec would then be 100 miles shorter than the one proposed via Bay Chaleur, as surveyed by Major Robinson. Again, the short line from St. John to Quebec via Fredericton and Woodstock, passes over a remarkably level country and fine land, and would accommodate all parties. Another great point gained, would be that the line from the Bend of the Peticodiac to Woodstock can be made at half the cost that the Major Robinson line can be constructed for.

I am decidedly in favor of supporting Mr. Howe in the great work, and hope the people of this Province will not let the generous offer of Great Britain slip through their fingers. Five millions of money is more than is needed to build a Railroad from Halifax. A line from Halifax through the centre of New Brunswick to Quebec, is not more than 530 miles, which, at £5,000 per mile, for a single tract, would be £2,650,000; and suppose it cost £4,000,000, at 3 1-2 per cent, it would be £140,000 per annum. Now let Canada guarantee £60,000 per annum, New Brunswick and Nova Scotia £40,000 each, per annum, and then we will pay the interest of £4,000,000 without cramping our trade and withdrawing from its legitimate channel our circulating medium; besides, will not our Province benefit by the duties on importation of goods to make this line? Yes, Sir, more than will pay the interest of the £40,000 during the building of the road. Will any one attempt to deny that the line will not pay more than 3 1-2 per cent after it is finished. I think not; the Crown lands will be increased in value, and other lands in proportion. I therefore cannot believe for a moment, that there is any man in this Province who is so stupid as to reject this great boon

offered the Colonies by the Mother Country. That Mr. Howe may be successful in his mission, is the hearty wish of your obedient Servant.

A COLONIST.

We beg leave to direct attention to the remarks of our correspondent "A Colonist," as well worthy consideration. Should his views be adopted, based as they are upon a knowledge of the country, railway statics and construction, all parties may be satisfied, and the magnificent offer of the British Government accepted by the Provinces. There is no fear of these Colonies having too many railroads; the great trouble is to get even one in operation—and, if we look to our own interests, we will strain every nerve to connect Nova Scotia, New Brunswick and Canada, by an iron band or railroad. Our interests will then be united, our wilderness will "blossom as the rose;" millions of industrious people will flow into our Provinces, where land is plenty and cheap, employment will be certain, and we may then look for a union of the Colonies, and rejoice in the name of the Great British North American Confederacy.

**RAILWAY DELEGATION AT TORONTO.**—Nothing has as yet transpired relative to proceedings of the Delegates at Toronto. It is generally supposed, by those who are acquainted with the views of the Delegates from Nova Scotia and this Province, that arrangements would be entered into at the Meeting which would be satisfactory to all parties, and that it was probable a line of Railway from Halifax to the Bend of Peticodiac, thence passing near the Grand Lake on the river St. John, and Fredericton to Wood, where it would unite with the St. Andrews and Quebec Railway. Should this line be adopted, some of the best land in this Province would be opened up for settlement, and Halifax and St. John would be placed in direct communication with Canada by the shortest possible route.

Since the above was written, we learn from the New Brunswick of the 24th inst. that a telegraph despatch was received in St. John, on Monday last—"announcing that the Hon. Mr. Howe and the Hon. Mr. Chandler will leave Toronto this morning, on their return to this Province and Nova Scotia.—We learn also that the Executive Council will meet at Fredericton as soon as Mr. Chandler returns, when some very important business will be transacted. We have no doubt that in a very short time some proposition will be presented to the people of this Colony that are likely to meet general approval, and will secure the construction of both our great Railways in a way that will be satisfactory to the whole Province.

**ANNEXATION.**—The following excellent remarks on the subject of annexation occur in a well written letter by George Botsford, Esq., which appeared in the *Head Quarters* of the 18th ult. We are glad to observe that Mr. Botsford's able advocacy is enlisted for the European and North American line.

"But to return to the European and North American line. Many persons, I believe, conscientiously think that this line will lead to annexation! On such grounds as these, Mr. Editor—arrest the construction of this line, and retard facilities of travel and commerce with our thrifty neighbours, and you hasten, ten fold more than you repel, annexation. Why, sir, there is more annexation in six weeks' walled up discontent and cramped commerce, than in sixty years of a full and free interchange of thought, intercourse, and traffic with our Republican neighbours. Give to our people and our commerce full and unfettered access to the wide field of the United States, and without claiming to be a prophet, I predict that almost every colonist—although he may find much to admire and may form many pleasing friendships—will still return to his untaxed colonial home, happier and more content than when he left, and reconciled to look, in his increasing prosperity, with fearless aspirations to the time when our mother country will launch us amongst the nations of the earth; our nationality—Great Britain's offspring; our motto—peace and friendly relations with all the world. In conclusion, Mr. Editor, I merely remark, that with the fullest confidence in the feasibility of the European and North American line, I will close this letter, with expressing the hope, that the urgent application of the Legislature for a speedy assent to the Facility Bills, will soon bring them to our shores with Her Most Gracious Majesty's concurrence. Our season is fast fitting by, and delay is death to our project. I cannot close, however, without tendering to the Hon. Mr. Howe my humble thanks, as a colonist, for the manly eloquence with which he advocated in England—Colonial interests."

**UNFORTUNATE COLLISION.**—We regret to learn that the Steamer *St. John*, coming down the river from Fredericton, and the new Steamer *Union*, bound up, came in collision at about one o'clock on Tuesday morning, near Oak Point, the *Union* striking the *St. John*, bow on, with great force, a little forward of the paddle-box, on the larboard side, and completely breaking in and tearing away a large portion of the *St. John's* side and deck. We have not learned what damage the *Union* sustained, if any, as she proceeded on her upward voyage. No person was injured on board the *St. John*; but we learn that two cows and two calves on board of her were knocked overboard by the violence of the concussion, and lost. The *St. John* came through the Falls this morning, in order to ascertain the damage and be repaired. The repairs will probably occupy some weeks. The expense and loss of time, at this season of the year, will, we fear, bear heavy on the proprietors.—*Saint John Observer*.

**CANADA AT THE WORLD'S FAIR.**—Several of the Metropolitan Journals speak in eulogistic terms of the Canadian portion of the Great Exhibition. It is even asserted that the specimens of native industry from Canada contrast favorably with those of the United States. A fire engine

and several elegant sleighs have been particularly admired: the whole being exceedingly creditable to the taste and ingenuity of the Canadians. It is highly complimentary to the North American Colonies that their portion of the Exhibition should have received the first visit from the Queen. Her Majesty's first private visit to the Crystal Palace was spent in examining the handy work of the subjects of her Western Empire.

We are glad to learn that Nova Scotia also claims a considerable share of attention at the Fair. The specimens of iron, steel, and cutlery, manufactured from the products of the Londonderry mines, and furnished by the spirited proprietor, C. D. Archibald, Esq., have been highly spoken of by those best competent to judge of the quality of such articles. In short the superiority of our mineral resources will be forcibly presented to the notice of interested parties in the old world, and an impetus probably given towards their development which cannot fail to be attended with important results.—*Nova Scotian*.

Whether Mexico is destined to be absorbed in the United States is a problem we are, at present not called upon to decide, but it would appear that our unscrupulous neighbors, by way of giving a practical exemplification of their belief in the subject, are taking similar steps to acquire a further portion of that unfortunate country, to those employed on a former occasion, when an opportunity for their interference in its concerns presented itself, and which led to the acquisition of Texas, and more recently of California, &c. The following reference to the question forms a leading article in the "*Tribune*," a Journal of much influence in the United States, and the exponent of the opinions of a large class of its citizens. Its undisguised approval of a nefarious scheme, to revolutionize a peaceable and friendly State is too evident an indication of its opinions though we would fain hope that the unprincipled and dishonest attempt contemplated, will be viewed with disgust by the great bulk of the nation, and immediate steps taken to check it.

**MORE MANIFEST DESTINY.**—We learned yesterday from an intelligent and reliable gentleman, directly from California, that a very extensive scheme is on foot for separating from the Mexican Republic the rich State of Sonora. Various bands have left California expressly for the purpose; our informant supposes that in all, five hundred daring and well armed men have set out on the expedition. The people and administration of Sonora are said to be in the plot, being dissatisfied with the condition of things in Mexico, particularly because they have received no share of the American indemnity. It is contemplated to declare the State independent of Mexico, organize a provisional Government, and finally get it annexed to the United States. It lies on the Gulf of California, between 27° and 33° North latitude, is about half as large as Texas, and is exceedingly rich in minerals, especially silver.

Another expedition to take possession of Lower California and seize on the port of Mazatlan, in the State of Chihuahua, is much talked of. At Mazatlan this enterprise would be likely to meet a more hostile reception. The people of that place, our informant tells us, are quite inimical to Americans, and would like another war, as a means of getting money, not only from the support of American armies in their country, but from a new indemnity, which they count on for another slice of territory.

The Bazaar in aid of the erection of the Wesleyan Church in this City will commence on Thursday the 28th of August; and on the evening of that day, a Tea Meeting will be held for the same purpose.

We can promise the friends who may choose to visit Fredericton on the occasion referred to, that every attention will be paid to their comfort, and that the spot selected for the exhibition cannot be outvalued in any part of the Province.

The gardens of the Hon. Judge Wilmot which are to be appropriated to this "charity fair" are beautiful beyond description; and will, at the period appointed for the Bazaar, display such a profusion of evergreens shrubs and flowers as can only be produced by the finest taste and the highest degree of cultivation. A number of *Stalls*—a Model of which (beautifully decorated) we have seen,—will be erected by the Judge for the accommodation of the fair Merchants and their customers; and we have reason to believe that the wares to be disposed of, will neither be few nor unimportant.

It is expected that persons from the State of Maine, as well as from Canada and Nova Scotia, will be present; and upon the whole, those who wish to do good and be highly gratified at the same time, may never have a better opportunity of being "blest in what they give as well as what they receive."

Editors of papers who are friendly to the object of the contemplated Bazaar, will please to give it a notice.—*Fredericton Reporter*.

We for one, cheerfully comply with the request of our cotemporary, and at the same time, hope the friends of Methodism in this place, and we are confident there are not a few, will be up and doing, satisfied that if they are, they will not be behind the well-wishers of the same cause in other places. We hope our friends will endeavor to sustain the name that Woodstock has so richly won, for her benevolence.

**BLOOMERS BEHIND THE TIMES.**—We understand that a few of the young ladies of this place have got along so fast with the Bloomer Dress, as to begin throwing it off, and adopting that of their brothers' and actually offered their services to escort some others of the fair sex through our streets, during the pleasant shades of evening.