

by those who would make a just estimate of his virtue or felicity; for smiles and embroidery are alike occasional, and the mind is often dressed for show in painted honour and fictitious benevolence.

Colonial News.

Nova Scotia.

From the Halifax Times, October 7.

HALIFAX AND QUEBEC RAILROAD—PUBLIC MEETING AT MASON HALL.

Pursuant to Requisition to the High Sheriff, a Public Meeting of the Inhabitants of Halifax was held at Mason Hall, at noon on Thursday last, to consider the subject of a projected Railway from the Atlantic to the St. Lawrence. On motion of the Honble. H. H. Cogswell, J. J. Sawyer, Esquire, High Sheriff, was called to the Chair, and Mr William Gossip appointed secretary to the Meeting.

The chairman opened the business of the meeting, and adverted to the short notice, which he said was owing to a desire to forward to England an account of the proceedings, by the Packet which would sail to-morrow.

At the suggestion of James B. Uniacke, Esq., the Attorney General communicated to the meeting the information contained in a document forwarded to his Excellency the Lieutenant Governor by the Provisional Board of Directors, relative to the objects and prospects of the proposed undertaking.

James B. Uniacke, Esq., addressed the meeting.—He spoke of the gigantic scheme of connecting the Atlantic with the Pacific, by a Railroad from Halifax to the Columbia river, as one that would be carried out at no distant period. The railroad to Quebec would be a section of that great undertaking, and a preferable route for a communication with Canada to any other under consideration. The scheme was one originating with British capitalists, and their calculations showed that it could not fail,—it was their speculation and not ours—and they only asked us to engage in it on reasonable terms,—and if animated by patriotic feeling we should hold ourselves bound to give every facility to effect their object.

He concluded a forcible speech by moving the following Resolutions:—

“1st—Resolved, That the meeting regard the project of a Railway from Halifax to the St. Lawrence with warm approbation, as being well calculated to promote the prosperity of British North America, and will co-operate with the company formed for the purpose, and with the legislative bodies of this and the adjoining province in every possible way, in order to promote so beneficial an enterprise, and to carry it into successful operation.

“2nd—Resolved, That a committee be appointed to obtain information, to correspond with the Directors of said company and others interested, and to adopt the most efficient means for ensuring success to the undertaking.”

W. Young, Esq., followed. He spoke in favor of the Resolutions, with the design of which he cordially agreed.

Mr Young laid the following documents on the table:—

London, Sept. 16th, 1845.

DR. STAS,
Since I came back to the City I have had interviews with Mr Bridges, the Secretary of the Provisional Committee who are promoting the great Colonial enterprise of a Railway between Quebec and Halifax. I also saw Sir Richard Brown, while in the south of Scotland, and to day was at a meeting held at Captain Mootson's office, attended by Mr Bridges, Capt. Moorsom, Mr Valentine, and others. I send a sketch of the probable cost and the receipts as calculated by the two Engineers, and beg that they may be at once submitted to your influential friends. The success of the undertaking and the raising of the Capital here will depend on the privileges granted to the Company by the Legislature, and on the character, capital and stability of the local direction. I would advise, unless some better plan suggest itself, public meetings being instantly called at Halifax, St. John's, Fredericton, and Quebec, to see if any and what amount of Stock would be taken,—to get an effective and respectable Committee to act for each of the three Colonies, combining of course the legislative influence, to secure the passage of Acts of Incorporation, &c. I have said that altho' I did not think the Legislature of Nova Scotia would be induced to take stock, it would readily concur in a grant to the Company of such tracts of Land along the Line as would be turned to useful account in the settlement of Emigrants. I do think that the Legislature of the three Colonies ought to extend a generous encouragement to such a scheme as this, and that its advantages would be cheaply purchased by the appropriation of large tracts to induce the Company to go on. The Legislatures of New Brunswick and Canada might, from their large Revenues, be induced to take Stock or to secure to the Government the interest for a certain number of years, provided a loan could be raised under the authority of Parliament. At these Meetings effective and influential Committees ought to be named, and inquiries instituted into the probable extent of the Trade and Passengers. Opinions ought to be expressed also in favor of a liberal policy, being adopted by the different Legislatures; and Grants of Land at all events, if not the subscription of stock, recommended. It is believed that New Brunswick will not entertain any jealousy against the enterprise, because Halifax has been selected as the terminus on the Atlantic. It is fitted for it for many reasons, because it is situated on the sea board, because the Railway terminating there will

secure the transit of the Mails through the British Provinces to Canada; and also be of vast use in the transportation of Troops and Stores in case of war. If the project finds support in the Colonies, the aid and protection of the Government will at once be sought, and it is expected here, readily obtained. The feeling in Lower Canada, it is thought, will be in favor of the Line, for it will afford the means of developing the vast resources of the lower parts of that fine Colony; and it has often been a subject of complaint in the United Legislature, that so large a portion of the funds and care of the Legislature has been devoted to the public works of the upper Province, while those of the lower were comparatively neglected. I do not presume to give any opinion myself upon the practicability and produce or returns of the line; but Captain Moorsom is of opinion that it will pay, and he has had large experience, and is satisfied that the Railways opened in the United States fully vindicate the calculations he has made. If fairly supported in the Colonies the friends of the scheme have no doubt the Capital can be raised in London to complete it; and therefore the success of the Enterprise will now depend upon the spirit of unanimity with which the Legislatures and friends of the three Colonies intend to give it aid and support. The Stock for the two lines of Railway from Lake Ontario to Lake Huron, and from Montreal to Portland—the British part of it—have been subscribed for; and indeed such is the abundance of Capital that it is stated in the former, there has been a rivalry to get shares. It is the united testimony of all, acquainted with the past History of Railways, that their introduction creates a vast increase of Trade and Transit,—that they in fact feed themselves; and therefore looking to the probable returns of this line, large allowance must be made for an increase of the Trade and the development of the Colonial resources. But the main anxiety felt here is to have the outlines of the scheme submitted to the intelligent men in the different Colonies, and to ascertain how far it recommends itself to them as an enterprise likely to extend emigration, increase trade, and yield a fair return.

I write to day very hurriedly, but I beg to add that this letter is written with the sanction and approval of the provisional Committee, and of Capt. Moorsom, and that while Mr Bridges and others are getting influence here to give the Company early application, they trust that the reply to this appeal will meet their expectations, and be an inducement for them to go on with a speculation so fraught with important advantages to the Colonies of British North America. Begging your early attention and reply to these suggestions.

I am,

Very faithfully yours,

(Signed) GEO. R. YOUNG.

Honbles. E. Collins, H. H. Cogswell, M. B. Almon, J. B. Uniacke, Joseph Howe, Hugh Bell, Wm. Young, M. Tobin, E. Kenny, Jas. McNab, and A. M. Uniacke, Esqrs. &c. &c.

SUBMITTED.

The Railways of North America carried through Districts not more populous or important in many instances, than the connection between Quebec, Fredericton, and Halifax, have cost on the average about £4,500 sterling per mile. And are paying on the average between 6 and 7 per cent.

The connection between Quebec and Halifax will involve about 550 Miles of railway, and we may suppose that about two millions of miles would be travelled over by the trains annually.

In England at high Fares and with large population the receipts per mile travelled vary from 7s. 6d. to 17s., averaging probably about 12s. per mile annually.

In France the receipts per English mile (the fares being very low) average about 10s. Assuming that the Quebec and Halifax Railway would receive only three fifths of this return, the annual proceeds would be £600,000. Let us assume that the Quebec and Halifax Railway would realize only one half as much as the French and less than one half of the English lines, and we shall then have a revenue of £500,000 per annum.

If again we set aside 50 per cent. for expenses, we shall have a net revenue of £250,000 to pay dividends.

This would be at the rate of 5 per cent. upon 5 millions.

But it is probable that agreeably with the experience of the American lines 3 millions would be sufficient. Hence it would appear that under the least favorable view, a return of more than 5 per cent. may be expected.

The honorable H. H. Cogswell rose for the purpose of moving an amendment to the Resolutions in order to give them a greater degree of efficiency. He approved of the resolutions generally, but as it was necessary in such an undertaking to secure the co-operation of every interest, and of her Majesty's Government, he thought it proper that some suggestion to that effect should be made to his Excellency the Lieutenant Governor, and embodied in the resolution before the meeting.

The Attorney General intimated that his Excellency the Lieutenant Governor had been in communication with her Majesty's Government on the subject, and had not failed to impress the importance of the undertaking, of which he entertained a high opinion.

The second resolution was then amended, agreeably to the suggestion of the hon Mr Cogswell, and stands as follows:—

Resolved—That a committee be appointed to obtain information, to correspond with the directors of the said company and others interested, and to adopt the most efficient means for insuring success to the undertaking. And further—that his Excellency be respectfully requested to bring the subject, so far as relates

to this province, under the favorable consideration of her Majesty's Government.

The question being taken on the resolutions separately, they passed unanimously.

On motion of J. B. Uniacke, Esq., resolved unanimously—That the following gentlemen be appointed a committee to carry into effect the purposes of the resolution, viz:

Honorables H. H. Cogswell, S. Cunard, M. B. Almon, M. Tobin, the Speaker, (W. Young, Esq.) James F. Gray, Esquire, William Black, Esquire, and William Pryor, Esquire.

Resolved unanimously—that James B. Uniacke, Esq., be added to the committee.

On motion, the High Sheriff left the chair; and James B. Uniacke, Esquire, was called thereto.

Moved by the honorable Samuel Cunard, and Resolved unanimously—that the thanks of the meeting are due to the High Sheriff for the able manner in which he has discharged the duties of the chair.

Thanks were voted to the secretary and the meeting adjourned.

TEXAS.

A U. S. Steamer blown up with Troops on Board.—The steamship Alabama, arrived at New Orleans, on the 18th inst., with later news from Corpus Christi. She sailed thence on the 15th. For the news we are indebted to an extra from the office of the Picayune.

On the 12th inst. the steamer Dayton, burst her boilers, when about half way between Corpus Christi and St. Joseph's Island. Between thirty and forty persons were on board, including United States soldiers, and the hands attached to the boat. Ten individuals were killed on the spot, including among them Lieut. Wiggins and Berry of the 4th Regiment of Infantry. Seventeen were wounded, some of whom were not expected to survive. Captain Crossman, the Quarter Master, was on board together with two other officers.—They were blown to the distance of one hundred yards, but were not severely injured. Captain C. had one of his legs somewhat bruised, but the next day was able to walk and attend to his business.

Dreadful.—A young man, a butcher, at New York lately met with a sudden and dreadful death, in the following very extraordinary manner. He was cutting a piece of meat when the cleaver which he was using glanced and struck his thigh, dividing the femora artery. He immediately attempted to run to a physician, but poor fellow he fell dead ere he went many paces.

Communications.

For the Gleaner.

THE DEPARTURE OF SUMMER.

Departed are the pleasant hours,
Which clos'd the summer days;
And wither'd are the blooming flow'rs,
By autumn's morning rays.

The green-rob'd trees begin to fade,
The leaves are falling fast;
They cast no more the pleasing shade,
In ce summer hours have pass'd.

The gentle zephyrs are not found,
That shook the morning air;
And play'd along the grassy ground,
When nature's looks were fair.

No more the vernal blossoms glow,
With clear refreshing dew;
Nor do their healthy sweetness flow,
Where once they smiling grew.

The morning sun no more awakes
With gladness to the eye;
Nor can we see when morning breaks,
A fresh-like Eastern sky.

The few faint notes which now are heard,
Where yet the wild-birds dwell;
And which the gloomy wind has stirr'd,
Are but their kind farewell.

No more the crimson evening cloud
With beauty hides the sun;
But dreary winds proclaim aloud—
The summer months are gone.

How quick the joys of earth do fade,
Which sometimes glitter bright!
With hope and beauty oft array'd,
And versatile delight.

But earthly climes yield no delight,
Except a transient kind;
Nor can we pleasure true and bright,
In worldly regions find.

It's in bright lands above the skies,
Unknown to mortal pains;
Above the utterance of the wise,
Perennial pleasure reigns.

Miramichi, 3rd October, 1845.

Editor's Department.

MIRAMICHI:

CHATHAM, SATURDAY, OCTOBER 11, 1845.

ARRIVAL AND DEPARTURE OF THE MAILS.

The mail for Fredericton, direct, closes on Monday morning at 7, 30 o'clock; and arrives on the morning of Friday, at 2 o'clock, A. M. The Southern mails are closed at 5, 30 o'clock, on the mornings of Tuesdays and Saturdays, and arrive at 7 o'clock on the mornings of Mondays and Thursdays.

The mails for the Northward are despatched soon after the arrival of the mails from the southward on Mondays and Thursdays; and arrive here on the mornings of Friday, at 6 o'clock.

EUROPEAN NEWS.—The Royal Mail Steamer Cambria, with the second September mail, arrived at Halifax on Wednesday week, in a passage of 11 1-2 days. The news from Britain which she brought is of the same cheering description as that which we have been receiving for some months past. Business of all kind was very brisk, and as the fine weather had continued, the harvest (with the exception of the potatoes) had been secured in excellent condition, and considered to be a full average one.

Her Majesty had arrived at the Isle of Wight from her Continental trip, having on her return home, given the King of the French a kindly call at the Chateau d'Eu, where she spent a few days. The foreign intelligence is not important—we give, however, numerous extracts, which will place our readers in possession of everything new and interesting.

HALIFAX.—Alderman McKinlay has been elected Mayor. On Sunday morning an attempt was made to set fire to the stable belonging to Mr Tim, in Grafton street. Mr John Bennett's store was broken into on the night of yesterday week, and £4 in money, and some groceries stolen. A boy and a soldier have been apprehended on suspicion. An unsuccessful attempt was made on the following evening, to enter the store of the Hon. E. Kenny.

QUEBEC AND HALIFAX RAILWAY.—The inhabitants of Halifax, we are gratified to perceive, seem fully alive to the importance of this gigantic and highly desirable undertaking. A public meeting has been held, and several Resolutions adopted, expressive of the practicability of the scheme—the advantages which must accrue from the same being carried into effect, and appointing a committee to carry the wishes of the community into effect. We have copied an account of this meeting from the Times of Tuesday last.

OLD SILVER COINS.—It will be seen by an advertisement in another column, that the Merchants, Traders, and other inhabitants, have come to the determination to receive the old silver coins now in circulation, at the same rates as they have been taken during the last twelve months, namely—the French half crown at 2s. 6d., pistereen at 11d., smooth shilling at 9d.

COUNTY OF CHARLOTTE.—We perceive by the Saint Andrew's Standard, that the High Sheriff of that county has called a public meeting, (which is to be held this day) in compliance with the wishes of a large body of the inhabitants, as expressed in the following Requisition which had been handed to him:—

“Sir,—A dispensation of Providence, to which we are bound humbly to submit, having in the unfortunate blighting of the Potatoe crop, cut off the supply of one of the most essential articles that enter into the common food of the country: We, the undersigned, residents in the Parish of St. Andrews, conceive it to be the duty of every well wisher to the community, to take in time, such steps as will be most likely to alleviate, if not altogether avert the great distress that must otherwise, in the course of the coming tedious winter, inevitably ensue; and therefore respectfully request you will be pleased to call a Public Meeting in