

tenderly loved the little musician, has related the anecdote connected with this performance. "The father," he says took the bass part on the viola. Wenzel played the first violin, I the second. Little Wolfgang entreated that he might play the second violin, his father, however, would not hear of it, for as he had no instruction, it was impossible that he could do anything to the purpose. The child replied, that to play a second violin part it was not necessary to have been taught; but, the father, somewhat impatiently, bid him go away and not disturb us. At this he began to cry bitterly, and carried his little fiddle away, but I begged that he might come back and play with me. The father at last consented. "Well, then, you may play with Herr Schachner, but remember, so softly that nobody can hear you, or I must immediately send you away." We played, and the little Mozart with me, but, I soon remarked to my astonishment that I was completely superfluous. I silently laid my violin aside and looked at the father, who could not suppress his tears. Wolfgang played the whole of the six trios through with precision and neatness; and our applause so emboldened him, that he fancied he could play the first violin. For amusement we encouraged him to try, and laughed heartily at his manner of getting over the difficulties of this part, with incorrect and ludicrous fingering indeed; but still in such a manner that he never stuck fast."

The family visited Vienna in the same year, and had unbounded success. "Every where," wrote the father, "the ladies are in love with my boy;" and when taken to the Austrian court, "Wolfgang sprang into the lap of the empress, took her round the neck, and kissed her very heartily." Even at this age he was too spirited, and independent to be a courtier.

"As he was one day about to commence a concerto, with the emperor seated near him at the clavier, on looking round he saw himself surrounded by court personages only. "Is Mr. Wagenseil here?" he inquired of the emperor. "He ought to be here; he understands the thing." Wagenseil was sent for, and the emperor having given up to him his place at the clavier, "I am going to play one of your concertos," said little Mozart, "will you turn over for me?"

"It must be confessed that he was but an indifferent courtier. The princess of the imperial family cultivated music, and one of them (afterwards the Emperor Joseph) happening to exhibit a solo on the violin when the Mozarts were in attendance in the ante-room, heard the little critic exclaiming, "Ah! that was out of tune," and then again, "Bravo!" The honest, undisguised truths which the prince heard on this occasion he never forgot, nor ever recurred to them without good-humoured laughter.

"The following anecdote relates also to this visit. As the two archduchesses were one day leading the boy between them to the empress, being unused to the highly polished floor, his foot slipped, and he fell. One of them took no notice of the accident, but the other, Marie Antoinette, afterwards the unfortunate Queen of France, lifted him up, and consoled him. He said to her, "You are very kind, I will marry you."

Colonial News.

Nova Scotia:

From the Halifax Sun.

More about the Great Rail Road.—The Halifax and Quebec Rail Road, is likely to furnish materials for much comment and controversy.

Mr. George R. Young, in a lengthy letter upholds and sustains the gentlemen of the English Committee, while some of our contemporaries, in the next Province, are not complimentary to either their persons or positions.

We are sadly perplexed ourselves at the twilight in which we are yet compelled to pursue this subject. While on the one side we hear that it cannot be touched with safety as a Mercantile speculation, on the other, it is said it should be undertaken as a National enterprise.

A great deal had been written, and a very voluminous report, overlaid with an immense stock of elaborate statistics, has been laid before the public. From some of the arguments in this Report, which we publish to day, we should infer that the Railway is likely to tap the Gulf of St. Lawrence and absorb its freights, otherwise, the pertinency of this omnivorous document is not very intelligible. Now, what we want to know is—what is likely to be the nature and amount of Inland Carriage between Halifax and Quebec—not what the whole indiscriminate Trade of the Canadas is. This is not altogether germane to the matter, and not what a Surgeon would call "a topical application" of our enquiries to the immediate matter under notice.

We should like, also, to obtain some knowledge of the route surveyed—the nature of the soil in general—its configuration—its valleys and its acclivities—the population on the route or vicinities,—in fact, we feel that without some survey, however cursory, our footing is not firm.

We find, from a contemporary in New Brunswick, that Her Majesty's Govern-

ment is at present in correspondence with wealthy capitalists, and is not indifferent to the enterprise. This is animating intelligence. The government lately granted a sum of £100,000 to the New Zealanders, who eat each other. Now, bad as our population are, and though occasionally caught dishing a Provisional Committee-man, we cannot digest one another at all.

We have not as yet heard of the new Committee meeting. We presume they will proceed to business soon, and tho' not aspirants for either Agencies, Councilships, or Solicitorships, ourselves, we have always thought that a very useful functionary—ever in attendance at certain European investigations, called—Il avocate del Diavolo—the Devil's advocate might be usefully appointed to railway Companies,—for though the old gentleman himself has recently gotten into better odor at home, and disappeared from Indictments, as the instigator of crime, we shrewdly suspect that a portion of the London press mean to re-produce him in the dock as promoter of Railways. We shall touch this matter again.

Provincial Treasurer.—It was rumoured for several days previous to Saturday evening last, that Samuel P. Fairbanks, Esq. M. P. P. had been appointed Provincial Treasurer. Many believed it—more did not,—but on Saturday Evening, all doubts were put to rest, by the issue of an Extra Gazette, containing the appointment. So that matter is settled. The Government have at last made a movement. But as to what is to become of Mr. Acting Treasurer What's-his-name? nothing is said.

LETTER OF MR. YOUNG.

The following extract from Mr Young's Letter in reference to the English Provisional Committee, and his own connection therewith, is the only one for which we have room:

"The promoters in London have up to this time, as I understand it, just pursued this course. I do not pretend to be acquainted with the station and fortune of all the names that appear on the list of the Provisional Committee sent from London to Halifax by last boat; nor can I say, of my own personal knowledge, that they have all connected to act (all though I know nothing to the contrary, and believe they have; by letter or otherwise)—but I have been in communication with at least 10 or 20 of them, and know that several of these have the reputation of being men of fortune and unblemished character. They are actuated as I believe, further, by a right and honorable intention, and if the scheme is decided here to be practicable, will lend these colonies effectual aid in raising the capital which the work will require. Mr Keene, the Chairman, who is a gentleman of fortune, and a Director of the National Bank of Ireland, and Chairman of the Cork and Fermoy Railway, now in progress, with a capital of a quarter of a million, and others, told me personally a day or two before I left London, that from the action of the Colonies, as there was then a prospect of the work being carried on, they would bring new names, influence and capital to their aid, and I expect by next boat to have a far larger list sent out to us. Mr. Bridges, who is Secretary of the Cork and Fermoy Railway Company is a gentleman of activity and talent; fully competent for the duties of his office; and while in London, I never heard a breath against his fair name. They have determined to put out no prospectus and offer no stock in the London market, till sanctioned by the Legislatures and leading men in the Colonies; and therefore, to class such men as a band of adventurers, and as taking hold of this as a bubble scheme, is not warranted by the facts, and is treating most unfairly those who must be acknowledged by every one to be the first promoters of this grand project."

Canada.

From the Quebec Pilot.

The Times published an extra yesterday with an account of an important meeting held at Quebec on Thursday on the subject of the contemplated railroad from Halifax to that city. We shall give the resolutions adopted in our next. The meeting was most influential. All political parties seem to have united in supporting the object in view and we sincerely trust that their efforts will be crowned with success. Halifax is the true Atlantic terminus for Canada, and not Portland. The next movement should be in favour of a railroad between Montreal and Quebec, and between Kingston or Prescott and Montreal."

United States News.

Meeting of Congress.—The first day of December falling on Monday this year, Congress meets on that day, so that, in a little more than two weeks from the present time, the first session of Congress under the Polk administration will be in full blast.

Steamboat Sunk—Twenty Lives Lost.—The Louisville, (Ky.) Journal of the 30th says:—The steamboat Plymouth bound to St. Louis, with a large number of passengers, was run into by the Lady Madison, near Shawneetown, on the night of the 20th ult., which caused the Plymouth to sink immediately to her boiler deck. None of the cabin passengers were lost, but it is supposed that twenty deck passengers were drowned. A hole was immediately cut through the cabin floor, and several passengers who had managed to keep out of the water by getting on boxes &c., were thus rescued. The boat it is said will be a total loss.

CHINA.

By the ship Aquetnet, Capt. Mosher, at New York, yesterday, the editors of the New York Sun have advices from Canton "within the walls," to the 14th of June, with several items of intelligence not before published.

Two Protestant Missionaries and eight Roman Catholic Missionaries, the latter from the Jesuits established at Macao, have entered Canton, disguised as Chinese. Christian tracts and books have been distributed within the walls, and the demand for them was increasing daily.

We learn by translations from the Pekin Gazette, that a list of aspirants to the throne of China has been published. It contains the names of about thirty Mongol and Manchoo Tartars, and only three or four Chinese. The Tartar aspirants are principally chiefs of hordes, each with some hundred or thousand followers, or dependants, whose votes he can command at pleasure. The Emperor chooses his successor from among the candidates brought forward by the departments and colleges, but who the choice has fallen upon cannot be known before the death of the present sovereign now daily expected.

The Chinese influence at Court is, but trifling, and the Gazette significantly adds that there is only one representative from the myriads of Chinese who compose the great body of the people and in the eighteen provinces, only one Chinese governor general. The rest are Manchooks.

An Embassy from the great Lama Thibet, bringing with them the "Golden Book," being proclamations to the worshippers of the Lama in China had arrived at Pekin. After numerous interviews with the Emperor, it was discovered that these envoys had administered bribes to the eunuchs in charge of Royal Harem to obtain admission to its inmates, and indignant at this infamous attempt upon the purity of his household, Tou Kwang ordered the Lama's Plenipotentiaries to depart instantly.

Editor's Department.

MIRAMICHI:

CHATHAM, SATURDAY NOV. 22, 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.

NEWS OF THE WEEK.

We were disappointed on Thursday afternoon, when the mail came in, to learn that the British Steamer with the first November mail, had not arrived at Halifax on Tuesday morning last, when the courier was despatched. She was then out thirteen days and a half. We have but little news to present our readers to-day. We perceive that the people of Halifax are acting with unwonted vigour in forwarding the great scheme for connecting that city with Quebec by Railway. The committee have issued a prospectus, but its great length precludes the possibility of publishing it to-day. This is an en-

terprise in which the interest of this community is deeply involved; and it has been a matter of astonishment to us, and we learn by private letters, that it has also been so to parties abroad, the apparent indifference to the matter manifested by the inhabitants of Miramichi.

COUNTY OF GLOUCESTER.—A correspondent has furnished us with the following items of intelligence:—

On the morning of the 24th October last, as Mr John Billingsly, of Carlisle, Lower Canada, was preparing a gun for shooting snipe, she accidentally went off, and painful to relate, the contents went in under his ear, and came out at the upper part of his head, depriving the unfortunate man of sight and speech. In this state, the unfortunate sufferer lingered until the evening of the same day, when death put a period to his sufferings. Mr B. was well known in Miramichi, as a ship-master, having sailed out of that port many years, and bore the character of an honest man. One circumstance connected with this accident, is worthy of remark. Before Mr B. died, he shook hands with many persons in the house, feeling their hands all over; but when his wife presented her hand, he knew her by the ring—and pressed her hand very hard, to say, as it were, farewell. He has left a wife and four children, to mourn the loss of a kind husband and affectionate father.

As Captain Carpenter, of the ship Louisa, with four of his men, were going to his ship, lying at the entrance of Bathurst harbour, on the night of the 24th ult. the boat came in contact with the cable of the vessel, and upset, precipitating all the hands into the water, the tide running at the rate of ten knots an hour, and the night dark and tempestuous, they were carried a considerable distance into the bay. When Captain Carpenter was about to sink, as he thought, to rise no more, providentially the boat came drifting up to him, when he got into her, and then succeeded in saving the lives of the seamen, who were all rescued from a watery grave.

St. John.—The following Address has been sent from the Common Council of this city, to His Excellency the Lieutenant Governor:—

May it please Your Excellency,—We, the Mayor, Aldermen and Commonality of the City of Saint John in Common Council assembled, respectfully approach Your Excellency to represent that we have had under our most serious consideration various resolutions passed at a public meeting held in the City of Quebec on the 23rd October, relative to the establishment of a line of Railway from the City to Halifax, through the Province of New Brunswick, and have been deeply impressed with the vast importance of the measure calculated as it is to bind more closely these Provinces to the Parent State—to extend the trade of the Empire; and to insure the settlement of boundless tracts of wilderness lands in each of these Colonies; by a hardy, industrious and loyal population from the United Kingdom.

Entertaining these opinions, and prompted by the duty which they owe to their beloved Sovereign and their Constituents, the Mayor, Aldermen and Commonality of the City of Saint John, representing the chief Mercantile City in New Brunswick, respectfully pray that Your Excellency will be pleased, to bring the subject of this proposed railway under the favorable consideration of Her Majesty's Government, and also adopt such other measures as to Your Excellency may seem best calculated to secure the joint sanction and co-operation of Lord Metcalfe, Lord Falkland, and the Legislatures of their Colonies at their first respective meetings.

The sum required will be so large, and the undertaking involves so many interests in the several Colonies, that its commencement may be delayed for years if left entirely to the uncertain action of individuals, or Joint Stock Companies, instead of being, as its high importance demands, under the sanction and direction, and to a large extent, probably, under the support of public bodies.

The Mayor, Aldermen and Commonality of the City of Saint John feel the more emboldened to ask this favour from Your Excellency, knowing that Your Excellency has always evinced the warmest interest in this measure, considering it one not merely calculated to promote the welfare of New Brunswick or the City of Saint John, but embracing that of every section of British North America and consequently to a large extent, that of the British Empire.

City of Saint John, 10th November. 1845.

HINTS.—The following sensible hints to the subscribers of newspapers, are given in an exchange paper:—

"Much depends upon the supporters of a newspaper, whether it is conducted with spirit and interest.—If they are niggardly or negligent in their payments, the pride and ambition of the editor is broken down, he works at thankless and unprofitable tasks—he becomes discouraged and careless—his paper loses its pith and interest, and dies. But, on the contrary, if his subscribers are of a right sort—if they are punctual, liberal hearted fellows, always in advance on the subscription list, taking an interest in increasing the number of