

to be less than £7,000 and a fraction, or some sum, between the two, according to the circumstances. Most of the more important lines will probably be finished in four or five years, if no commercial crisis occur, leaving only comparatively unimportant lines to make. Ireland, indeed, may afford considerable employment that way. So many of these works being in progress will raise up a host of Englishmen, who, and the numerous contractors and labourers, will, after a time, want employment, and be ready for work elsewhere. Now, to leave the old world for the new; and first of all take a short notice of Boston, whence, in all probability, there will be a connection of Railroad with Montreal; one exists at present to Portland, and there is a talk of extending it up the Kennebec to Quebec. Possibly from Augusta there may be a line to Bangor, and thence to Houlton. Suppose these facilities of communication possessed by our neighbours, Nova Scotia and New Brunswick seem isolated and cut off from Canada. There appears to be generally an increasing opinion in favour of a more intimate relation between all the British North American Provinces, to cement which, a more easy and direct access is necessary. And to carry out the plan, all the Provinces must unite interests, and the Imperial Government give its strenuous assistance, without which it can never be carried into execution. The connection with the Mother Country would be strengthened, and in case of war with the States—in a military point of view, what facilities for the transport of troops, and an electric telegraph be appended, what quick despatch for news and the ready supply of provisions to the port of Halifax—the key of America. Leaving the part in Nova Scotia to be described elsewhere by itself, we will proceed to Dorchester. Thence two lines present themselves, by Miramichi and Metis, or by the Grand Falls. I think the latter would be the more eligible. A branch might go to St. John by Sussex Vale; from Miramichi a junction might be made, either towards Dorchester, or up the river, or both—with the American line a connection might take place at or near Houlton.

When the navigation of the St. Lawrence is stopped, the railroad would afford an uninterrupted communication to the Ocean. Flour costs 3-8 dollar, freight per barrel from Albany to Boston, at the same rate from Quebec to Halifax, it would amount to six or seven shillings; this is more than generally could be afforded, unless in case of a great or sudden rise in Britain in winter. Now as to the support of the Imperial Government, a few suggestions. A handsome allowance for the conveyance of Mails, Troops, &c.—a guarantee of loans, similar to the loans for Canada at present—stations of Soldiers at certain distances from the Grand falls to the St. Lawrence, under their officers, who after a time, might have grants of land on the spot, cultivation going on in conjunction with military duty. Wood might be made into charcoal for the fuel in the parts remote from the sea. The supply of coal along the parts near the coast would employ a number of coasting vessels.

The whole cost we will rate at 5 or £6,000,000. For the part more particularly belonging to Nova Scotia, to commence near the Dock Yard, by the edge of the Basin, to Sackville Bridge, crossing the Shubenacadie near the lower end of the Grand Lake to Truro—thence near Pugwash to Dorchester—a branch from Truro to Pictou, or else up the Steviack Valley to Pictou, and the Gut of Canso—a line to half-way River and Windsor to branch from the main line—and if my notion of the country is correct, east of the present road, perhaps lengthening the distance to Windsor to 50 miles, but passing a lower summit level, and allowing a longer reach to attain it from Windsor. At Half-way River vessels can come up, I understand, at all states of the tide—thus, with a competent steamer, the voyage might be made to St. John in twelve or thirteen hours, or even as at present it might be made in eighteen. We will only mention a few of the advantages—time might be brought from Shubenacadie to Halifax, and sold wholesale at 8d 9d a bushel, freight 2d a ton per mile—live cattle, meat, hay, and all articles of agricultural produce. A grazier, near Boston, in England, sent 5 sheep on foot to London, a distance of about 116 miles, and killed 5 at home—the loss of weight, by travelling, was 14 per cent.

Lumber, 1000 feet boards from Shubenacadie or Gay's River to Halifax 6d or 7d. All kinds of Merchandise—fresh fish even to Quebec. The cost to Half Way River and Truro 5 or £600,000. A man who had a farm 9 miles from Manchester, before the railroad was in operation, had

manure from Manchester, which cost him 3s 6d per ton, afterwards by the railroad, 1s 6d. Coals are conveyed on the York and North Midland railway at 3s 4d per ton per mile. On the traffic I may make some remarks at some future time, if this letter should create any degree of interest, and if attention be drawn information may be collected from various quarters. Two through trains a day, one starting in the morning and the other in the evening, each carrying a mail, and in case of a steamer being signaled a train might be delayed two or three hours, performing the whole distance in from 36 to 40 hours, and about half or two thirds of the pace for luggage and low fare passengers. The fare by the quick trains six or seven pounds, by the slow one half. To St. John 7 dollars and 4 dollars. Short trains to accommodate the local traffic in parts of the line. Halifax is the nearest point of America to Europe. Quebec in this way would be reached in about the same time as Boston, and perhaps a visit to the Falls of Niagara, may be less thought of than was a visit to Killarney Lakes a few years ago.

A large share of the emigrants would travel this way—more steamers would be wanted as passage vessels, and a back traffic for the New Brunswick lumber vessels. If minerals should be discovered worth working, what an advantage the railway would afford; and here I would notice the very great impolicy of the minerals being reserved to the Crown—they should either belong to the land, or, as in Derbyshire, a mine may be sunk in any person's land.

I think the latter would be preferable, but with the proviso of all damage being paid for. As it is, I think the best for all parties would be, that a certain share of the proceeds should be paid to the Mining Company after the expiration of their lease to the Crown, but that all should be at liberty to work mines otherwise, without hindrance.

ANGLO AMERICANUS.
December 9th, 1844.

Five pounds Reward.

About the 26th of OCTOBER last, the subscriber handed to one of the Clerks in the Counting-house of Messrs. J. Cunard & Co., at Bathurst, a letter addressed to Mr. WILLIAM FEUR, of Charlotte-town, and in which was enclosed THIRTEEN POUNDS, in five notes of the Central Bank, viz.—two of five Pounds and three of one Pound each. At the same time requesting of the Clerk to transmit the letter to the Hon. J. Cunard, to be forwarded to its address. The letter is reported to the subscriber to have been enveloped to Mr. Cunard, and together with other despatches from the establishment of Messrs. Cunard, at Bathurst, handed to one SHERWOOD PECK, to be brought to their establishment in Chatham. Now, the Subscriber not being by any means satisfied with the Report of the said Sherwood Peck, viz. "that he lost his Pocket Book containing the aforesaid letter, together with the other despatches before reaching Chatham," hereby offers a Reward of FIVE POUNDS to any person who will give him such information as will enable him to recover the said sum of Thirteen Pounds, or to prosecute to conviction the party who stole or purloined it.

A. BARRON.
R. C. Missionary at Bathurst.
Chatham, Jan. 20, 1845.

Chatham, 21st January, 1845.

Mr. Pierce,
This morning observed, a Handbill posted, signed by Mr. Barron. Should the substance of this Handbill appear in your paper, you will oblige me by inserting this letter and the enclosed Affidavit, in order that the Public may not too hastily form conclusions prejudicial to my character.

Your obedient servant,
his case of 1840
SHERWOOD PECK.
Witness—JAMES JOHNSON.

SHERWOOD PECK, of Chatham, in the County of Northumberland, maketh oath and saith; that about the 26th day of October last, he, this deponent, received a package from one of the Clerks of Messrs. Joseph Cunard & Company, at Bathurst, addressed to Messrs. Joseph Cunard, & Company, Chatham, which he placed in his Pocket Book, and on arriving in Chatham, he discovered that he had lost his Pocket Book, together with the packages; deponent immediately caused inquiry to be made for them, and informed Messrs. Cunards of the fact and on his return to Bathurst he learned for the first time that the package contained money. Deponent immediately waited upon Mr. Barron, (who he was informed owned the money) and informed him of the loss.

And this deponent further saith, he is not aware of the said Pocket Book, or packages having been found, nor has he since heard of it.

SHERWOOD PECK
Sworn to at Chatham, this 21st day of January, 1845, before me
HENRY C. D. CARMAN, J. P.

List of Letters

Remaining in the Post Office, December, 1844

Allen Lewis Neguac	Keating J.
Adams Robert Dock-	Lampard J. E. captain
Archibald Alex Napan	care of Mr Frost
Arbo George	Lane Thomas Chatham
Brophy Patrick or Jas.	Lobban Alex
care of John Dalton	Lewis William
Bowie John care of	Moran Martin care of
James White	Geo Critts
Ballantine Alexander	Murphy Patrick
Breen John	Murphy Miss Jane
Banner Miss M. care of	Murray John Black
Father Lafrance, Tru-	River
cadie, (money letter)	Martin J. Bay du Vin
Byron Barge	Moree George
Butler Mr J. sand point	Maledan David
Bryan Dennis	Murray John care of
Bannan Julia care of	James McMahon
John Joseph	McQuarry John care of
Butler William care of	Wm Dickens
Rev Mr Egan	McDonald John care of
Bartlett J. M. Chatham	John Graham
Barry Edmund Oak	Mackie Alexander Bay
Point	da Vin
Coulson Robert Timber	McGrath Elizabeth
Merchant	care of Rev Mr Egan
Chapman James	McNeil Archibald care
Chatham	of Peter Moran
Cassidy Margaret care	McDonald Roderick
of George Henderson	McDonald Allen Pilot
Cassidy David Chatham	McRae J. Rigger
Carter Thomas	McInevy Lucy care of
Campbell Duncan	P. Williston, Esq
Clauston Magnus	McDonald James ship
ship carpenter	carpenter
Cable M. Chatham	McQueen Patrick
Carinual Johanna	McKenzie Ann Miss
Connors Mary	care of W. Young
Combs James at Mr	McKinnon Ronald care
Cunard's	of D. McIntosh
Casey John care of P	McNeil Neil care of
Konehan 2	Archibald McNeil
Cran John Chatham	McDonald Donald
Campbell Margaret	Esquimaux
Dohoney John care of	Do John shoe maker
P. Butler	Do Angus Esquimaux
Davidson William	McNeil Archibald care
Dalghish John school	of Mr Russell
master 2	McCallum James care
Dickers Wm Chatham	of W Peabody
Daniel James	Noonan Jeremiah
Daley Michael care of	Orson Edward care of
John Nognan	Mr Hay
Dorr Catharine care of	Perley D. Chatham
James Johnston	Packard Ebenezer
Elkin Daniel Napan	Porter Simon
Ellis James Chatham	Porrier Brna
Foran Edward care of	Purell Edward carpen-
Michael Finn	ter
Fraser Margaret care of	Preston Wm Red house
Rev Samuel Bacon	Parsons John care of
Ferguson John	John Hea
Tabusintac	Perseus the mate
Fraser John do	Robertson Sylvanus
Firth William Cooper	care of S Black
Friendship ship of Dub	Rork Patrick Chatham
lin	Ross Roderick Black
Gibson James care of	River
Wm Smith	Richards George care
Gray Peter Chatham	of W Wright
Gould Francis care of	Robertson Charles
Joseph Sprat	Chatham
George Grove at Mr	Ryan Patrick care of
Joseph Russell	P Butler
Gilliss Ann Miss Napan	Royal Bernard care do
Grattan Michael Nel-	Ramsay Andrew
son	Roderick Joseph
George barge of	Sinclair Robert Black
Whitby	River
Green Charles Chatham	Smart James care of
Gerroir Joseph Traca-	Captain Allan
die	Summerville Rev. A. C
Mary Gorman	Chatham
Hill Jane Miss Bay du	Stewart Charles care of
Vin	James Watt
Hill Joseph ship car-	Smith John Chatham
penter	ship yard
Humber barge captain	Sinclair & McDonald
Hopkin-on	quier George
Hays Michael care of	Sipsirk Captain F
Malachi Dwyer	John Scott care of
Hiler Miss Sarah	James Scott
Douglstown	Thornton John seaman
Hickey Wm Chatham	Urquhart Robert
Hogg Richard Char-	Whelan Mary Chatham
nam Foundry	Wright Jane Miss
Hacker Michael Black	White William ship
River	carpenter
Jameson John	Weasel Peter Tracadie
James Miss Mary	Mary Wright care of
John and Hannah ship	Patrick Wright
Jimmo Joseph Pilot 2	Witter George
Kelly Patrick	Wmure Thos Nelson
join-	Wretun Catharine
Kirk Sarah	Walsh John Bay du Vin
Kavanagh Patrick care	Walsh John
of Joseph Cunard	Willis on John Bay du
Kong James care of	Vin
Patrick Knox	Watson Wm care of
	H Carmua

JAMES CAIE, Postmaster.

Education

The following are the Terms of MRS. REEVES'S SCHOOL, Newcastle, including instruction in Spelling, Reading, Grammar, Geography, History, Biography, Writing, and Arithmetic; also, useful and ornamental Needlework.

For Young Ladies above fourteen years of age. £5 0 0
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For do. under ten do., 3 0 0
For do. under seven do., 2 0 0
The extra charge for Boarders per annum is, 10 0 0
Ditto for Drawing, per annum, 2 0 0
Newcastle, Oct. 29, 1844.

Prospectus

of the Agricultural edition of the Albion, to be conducted by J. S. Skinner, Esq.

In undertaking to conduct, for the proprietor of the Albion, a Department appropriated to Agriculture and Horticulture, the undersigned begs it may be believed, that he enters upon the task with a full sense of the responsibility it imposes. Though he may not bring to its performance all the skill and various knowledge which may be requisite to the highest degree of success, he does not hesitate to promise an example of that industry which it will be his duty to inculcate; animated as he is by the same, and even more zeal in the cause of agricultural improvement than that which prompted him, more than a quarter of a century ago, to establish the first periodical dedicated to American Husbandry. Friends of the Plough! what a change has come over the spirit of our dream since that epoch! Not only was that doubtful experience crowned with success, but many other and sabbler journals have been annually coming into existence over all the country, begetting an appetite for disquisitions on every branch of rural industry, far from being satisfied with abundant supplies, seems to increase by what it feeds upon, until happily, it has come to pass that those who are destined to earn their livelihood by tilling the soil, now more and more regard their pursuit, as one which demands, not only a close observation of field practice, and of actual results, but an active exercise of mind, to the end that by a better knowledge of all the principles involved, and all the agencies by which they are produced, these results may be controlled and modified. With these views it will be equally the duty and the pleasure of the undersigned to encourage, and yet more widely diffuse, the sentiment that Agriculture and Horticulture are in truth connected, as well in theory as in practice, with various interesting studies; and that in proportion as we advance in a knowledge of all the sciences akin to those pursuits, laws of nature hitherto unthought of, will be revealed, and new objects, infinitely variegated and interesting, be disclosed, over which the mere practical man passes, without perception, or relish; just as the blind man in the country, so much to be commiserated, is insensible to the glories of our autumn scenery, and all the varied beauties of creation. Such is the melancholy contrast between the benighted and the cultivated agriculturists!

But while it is intended that the commentaries and reflections of the Editor and his extracts adapted to our country, to be taken chiefly from the most recent European works and journals, shall be of a nature to promote habits of intellectual investigation, the paramount aim will be to make known to the reader, such new and practically useful discoveries, as, when availed of, shall augment the product of all capital, in any form employed, in any branch of rural industry. In a word and without further preface, it is designed to distil the spirit from the mass of foreign journals, and with it so sprinkle and refresh our fields and gardens, as to ensure for all their products a more vigorous growth, and more fruitful bearing.

The arrangement for an Agricultural Department in the Albion, cannot affect injuriously the interests of any of the many agricultural publications now circulated in America. The Editor would decline any and all connexions that might thus encroach on the patronage justly due to his co-labourers, in the wide field of agricultural improvement.

The Albion circulates not merely among a large circle of American friends, but also among the natives of Great Britain—in Europe, as well as in the United States; and as a country can in no way be better known than by its agriculture, it is conceived that much good may be effected familiarising foreign readers with the condition of Agriculture in America; furnishing facts, showing how and where the foreigner may best promote his own welfare, and advance the interest of his adopted country, when "settling" with his family, either in the new or the old States of the American confederacy. So far from desiring to trench upon the well deserved patronage of the regular agricultural journals, it is repeated, the Editor is well persuaded that the interest awakened by the agricultural articles of the "Albion," widely read as these articles will be over a large part of the world, will contribute considerably towards turning attention to the American agricultural journals, is the best source of practical and exact information concerning the condition and prospects of the industrial interests and capacities of the people and the soil of the United States.

There is no possession of which the undersigned is more proud than of the esteem with which he flatters himself he has been honored with a good deal of uniformity, by the conductors of the agricultural and of the general press of the country; and he takes the occasion to renew to them, of all parties, the assurance that there can be no degree of inclination to the kind offices, on their part, that he does not fully and earnestly reciprocate.—Finally, to gratify an inborn propensity, and to employ the few hours of leisure in some hope of being useful that might otherwise be whiled away in frivolous amusement, he seeks only to enter and take the hindmost row in the field, content though he should only glean what may be scattered in a profuse harvest, by more stalwart reapers, in a manly contest for the lead.

J. S. SKINNER.
The terms will be six dollars per annum; but a remittance of five dollars will ensure the receipt of the paper for ten months.