

the preceding ones, seemed to give those near, east them an appearance as if spotted with stars of gold. A little before twelve, the wind at the north ceased, and a considerable quantity of fine sand rained upon them for an hour afterwards.

The Politician.

The British Press.

London Sunday Times, August 24.
OUR NATIONAL DEFENCES.

As party spirit continues to narrow every question it touches, we are not at all surprised to observe the turn which the discussions on the French invasions have taken. The *Times*, which, without belonging precisely to any party, is the organ of the discontented of all parties, attacks Lord Palmerston for suggesting prudent measures of precaution, and yet the *Times* itself labours hard to show the necessity of such measures. Its only objection to them is that they were proposed by Lord Palmerston. In themselves the measures are very good and very well timed, but then why were they suggested by the late Whig Secretary of State? Had they emanated from Sir Robert Peel they would have been equally objectionable. The *Times* likes nothing but what the *Times* proposes—laughs at all fears but those which it seeks to propagate—scorns at all wisdom but that which shines forth from Printing House square.

We expect no invasion—neither, we feel assured does Lord Palmerston—but that is no reason in the world why our national defences should be neglected, even in the slightest possible degree. It behoves the government to perform all its duties, to keep up an efficient navy, to maintain the army in reasonable strength, to construct harbours of refuge, and regularly to make all such preparations for war as unforeseen exigencies may some day call for. This, we take it, is the amount of all that Lord Palmerston counselled. It may be very well for the conceited editor of a journal in a perpetual state of fluctuation, which never knows to-day what politics it is to advocate on the morrow, which touches alternately on the adverse poles of party, and has consequently a swing as wide as both hemispheres, clumsily to ridicule a statesman sagacious and far-seeing beyond most others of his age, for suggesting to ministers what they ought most indisputably to do. But the real point to be attended to is this—whether we ought to omit the performance of our duty or not, because we believe ourselves to be superior to France? For our own part, we have always treated the project of invasion as the most insane of all insane dreams. But the folly of an enterprise ought by no means to satisfy us that the French will not undertake it. Their whole history shows them to be a people capable of any act of madness. Like children playing at pitch-furrowing, they toss up, and, according as it turns out, heads or tails, remain at rest, or disturb the peace of Europe. There is, therefore, no security that their utter inability to succeed will preserve them from the attempt; and if they should embark in it, and proceed but a single step, it would obviously occasion us much trouble and expense.

They are incapable of forming a just conception of the might and resources of Great Britain. They see us peaceable and immersed in business, clothing three-fourths of the inhabitants of the earth, enticing barbarous tribes into the circle of civilization, putting a stop to war and bloodshed in one vast quarter of the world, fetching tea for our peasantry from the neighbourhood of the Chinese Wall, cultivating Wheat at the extremity of the Pacific, becoming shepherds on the vast prairies of New Holland, hunting the beaver and the white fox on the northern limits of Labrador, and they persuade themselves that in the midst of all this fever of industry, we have no leisure to think of muskets and artillery! Should they act upon their shallow conviction they would speedily be enlightened to their cost. We could not, however, teach them the proper lesson without some cost to ourselves, or kick them back across the channel without dirtying our own boots. Consequently, it were better upon the whole that they should be convinced of their own ridiculous incapacity to carry their threats into their execution, and be kept within bounds by beholding some outward and visible signs of our power. Were we Machiavelian enough to allure them, by any affected display of weakness, to land an immense army on this island, the remembrance of the calamitous retreat from Moscow would be obliterated by the dreadful recollection of what they would have to suffer here. The English are not a savage or a vindictive people. Yet we shudder to think of the vengeance they would certainly take upon an invading army. They have not been accustomed to see their own fields ravaged, and their towns and homesteads on fire, and would, we fear, be little disposed to spare the men by whom such exhibitions might be shown them. We do not love the French, but we should be glad that they would spare themselves the disasters and sufferings which an invasion of England would inevitably inflict upon them. In our opinion it would produce the final ruin of France. We should never forgive the insults. If they teach their children before they learn their A, B, C, to remember that within the present century the English have twice marched to Paris, we should be apt to teach ours a very different lesson; we should be apt to instil into their minds, that whereas the French had once attempted to march on London, and whereas they had failed, and been all cut to pieces on the way, it would be desirable, in order to prevent such an occurrence in

future, to pursue France with fire and sword, on sea and land, by policy and by war, till her political system should be broken up, and her very name obliterated from the map of the world. We should league the whole of Europe against her—we should carry devastation once more to the gates of Paris; and the jealousy and hatred of all Europe against her, would be our guarantee that we should not fail.

In saying this we by no means lose sight of the fact, that there is something very absurd in the present newspaper hostility carried on between this country and France. Our excuse for engaging in it is to be found in the popularity of the practice. Nearly all the Parisian journals are getting up their invading columns, and marching upon London; and our own daily contemporaries are scarcely less busy in mustering up our means of defence. In spite of its ridiculousness, there may be some utility in all this. It will, at least, serve to keep public attention awake, and prevent our forgetting the sort of feelings with which we are regarded across the channel. One fact which we may as well mention on this occasion is, the careful fortifications of Paris. By undertaking that immense work, the French, we suppose, had some object to answer; and if that object was not pure self-enslavement, it could be no other than the defence of their capital against the English. This was the reason they assigned for the vast circumvallation of the time. They fancied themselves to be a sort of modern Athenians within their long walls, and openly proposed to regard us as Spartans, who were preparing to put out the life-eyes of Europe. We had just then no such intention; nor have we now, though it is impossible to foresee to what extremities circumstances may bring us. At the same time, we will venture humbly to express the opinion, that the French would do well, before they prate of invading this country, to think a little of the cleansing and cultivation of their own, and deliver Paris from the foul stench in which it is now enveloped, and which half poisons its inhabitants. There are several other little improvements which a sensible Frenchman would think desirable before undertaking the annexation of England. It is quite true that civilized countries have ere now been invaded and subdued by barbarians, but in those cases civilization had degenerated into effeminacy, while the barbarians were in possession of rude virtues. Now, this is not precisely the case with reference to France and England. On her part she has the vices of civilization, without many of its greatest advantages; while we hitherto enjoy the advantages with comparatively few of its vices. The French must conquer for themselves a religion before they think of conquering England. When we abolish Christianity by law they may hope to succeed, but they must wait for that.

The Colonial Press.

To the Editor of the Halifax Morning Post.
BRITISH AMERICAN RAILROAD.

Important considerations touching the Route to be chosen, and the difficulties to be overcome.

Sir,—The announcement of the projected Railway from Halifax to Quebec and Montreal, has aroused even the sleepy Nova Scotians from their semi-torpid state; everybody talks about it, and the country is big with expectation of the results of this magnificent scheme. At first it was thought by many well disposed persons—including some of your wise editors of the metropolis—to be but a clever hoax; now all admit it to be not only probable, but perfectly feasible. Indeed, no one who has witnessed in our country the amazing triumphs of art over the difficulties and obstructions of nature, can question for a moment the practicability of the undertaking; were the obstacles even greater than they are admitted to be. It is well known to those who have travelled as far East as Truro, that the mail road to that pretty village is nearly level, so that the gradients in that direction would be easy, and the line carried at a comparatively small expense to the heart of the Basin of Mines. It is perhaps not so generally known, that between the hills tending from the North Mountain and the spur of the Udgouid range, there is a gorge which affords a ready passage through these two ridges of land to the flat and open country beyond.—This fact is well ascertained by a recent survey of that part of the route made by Mr A. N. Stevens, Deputy Surveyor, while exploring the line of a projected alteration of the post route to the borders of New Brunswick. This point would be some 15 or 20 miles from the shore of the Straits of Northumberland.

The eastern part of the county of Cumberland, and of the adjacent counties of New Brunswick, as far north at least as Restigouche, at the head of the Bay de Chaleur, is singularly level; a hill except as forming the bank of a stream, is hardly to be met with, there are no large rivers to cross, and the physical obstacles to a railway communication are perhaps less than can be found in any other known line of the same distance. From a pretty accurate knowledge of this part of the route I should say that the distance from Halifax to the New Brunswick line would not exceed 110 miles; the crossing point would be at the head of the Point de Bate Marsh, say three miles from Bay de Verte, and ten miles from the head of the Bay of Fundy.—The line would pass through a level country within a few miles of the Bend of the river Petticoe, and enough is known of the recent survey of the military road to convince all who feel an interest in the matter, that the remainder of the route through New Brunswick is equally practicable.

The Saint John folks set a laudable example to the Halifaxians in striving to secure their city as the terminus of the railway.—Now, indeed, that notion seems to have been abandoned for another crotchet that has entered the brain of the Editor of the New Brunswicker. Rightly anticipating the objection to the substitution of 400 miles of dangerous navigation for 140 miles of land communication he gravely propounds his opinion; *ex cathedra*, that the line from Halifax should diverge to Annapolis, 120 miles, and after a water transit of 600 miles to the mouth of the river Saint John should follow the valley (!) of that river to Fredericton, 90 miles and upwards, from the Bay of Fundy, and he somewhat tunefully adds, that it would thus avoid the snow storms at the head of the Bay. Doubtless it would; but one would naturally suppose, *ceteris paribus*, that the latitudes being alike, a degree or so of longitude would not make much difference in the depth of snow; and not to speak of the inconvenience of transit shipment, &c., some of the "old settlers" are obstinate enough to think that the floating cakes of ice in the Bay would be quite as formidable during certain months of the year as any snow drift upon land.

Had the Editor of the New Brunswicker favored his readers with a few dates, he would have been obliged to confess, that the distance from Halifax to Fredericton by the route across the isthmus, would not exceed that via St. John, leaving entirely out of the calculation the sixty miles of water navigated. But then, the great city cannot be included in the line. What more easy than to have a branch line to the Bend of Petticoe or some nearer point of junction? The Editor forgets too, in his anxiety for dear Saint John, that the country many miles to the Northward of it is quite impracticable for a line of Railway unless at an enormous outlay for travelling. He would hardly even recommend, I should think, the intervals commencing some 40 miles above the city as a safe and practicable line for a railroad during the freshest seasons.

These matters of detail, though fraught with interest to some particular localities, are nevertheless absorbed in the one grand, overwhelming consideration, that the magnificent scheme of uniting these Lower Provinces with the Canadas by railway, is likely soon to be carried into effect. What a glorious prospect for these colonies and their inhabitants present and future, and how important is it that petty jealousies should be sunk for the time, and that all should unite in carrying out the noble project devised by the company now formed, and sanctioned by the Government of our common country.

Yours, &c., A BORDERER.

From the *Debatable Land*,
this 13th September, 1845.

Editor's Department.

MIRAMICHI.

CHATHAM, SATURDAY, SEPT. 27, 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.—We have devoted a large space to day to extracts from British papers received by the *Britannia*, a portion of which we printed in a Supplement on Saturday evening last, and transferred them to our columns for the information of subscribers living at a distance.

The news from the Mother Country is of a highly cheering nature. The fears which had been entertained for the harvest had been removed by a beneficial change in the weather, which was fast bringing the late grain to maturity. Reapers were busily employed in the fields, gathering in the crops, which on all hands, was considered to be an abundant one.

Throughout the whole length and breadth of the land there was ample employment for the artisan, manufacturer, and laborer, who was obtaining a higher rate of wages than he has received for many years. We sincerely trust a similar measure of prosperity may long be continued to the parent country, and peace and contentment found within its habitations.

THE SEASON.—The weather for some time past has been very wet, cold, and unpropitious for the labours of the hus-

bandman. We perceive by the Nova Scotia and Canada papers, that weather of a similar description has been experienced in those Provinces.

NEW RAILWAY SPECULATION.—The St. John papers contain the Prospectus of a contemplated company, for erecting a Railway from St. John to Fredericton, and from thence to the Grand Falls; the capital £1,500,000, in 30,000 shares of £50 each. The *Courier* contains a communication stating that it is in contemplation to establish a line of Steamboats from St. John to the head of the Bay of Fundy.

MR. PAPINEAU.—This gentleman came passenger in the last steamer from Britain, and proceeded by way of Boston to Montreal.

WAR IN ST. DOMINGO.—Latest dates from this Island bring the dreadful intelligence that the Haytian army had surprised a small village of Dominicans, and murdered every soul—men, women, and children. 10,000 Dominicans had risen and were on their way to take vengeance on the murderers.

Our next publication will be the last of the present volume. As we purpose making some improvement in the mechanical appearance of the paper, we hope our subscribers will assist us in our design by being ready to meet our demands when the collector shall call upon them which will be at an early day.

FIRE IN CHATHAM.—About four o'clock yesterday morning, the inhabitants of the town of Chatham were aroused from their slumbers by the cry of fire and the ringing of the fire-bell. On proceeding to the scene of action, we perceived that the dwelling of Mr Henry Wyse was enveloped in flames, and that there was no prospect, as far as his premises were concerned, of arresting the progress of the fire.

The flames speedily communicated to the Methodist Chapel, nearly adjoining, which at different times appeared destined to destruction; but by strenuous exertions, as fast as it was discovered to be on fire, the people succeeded in putting it out. Several of the windows were entirely consumed, and so intense was the heat in the gallery, that the benches were charred and blackened. The premises have suffered considerably—but how they were ultimately saved appears to us almost miraculous. By persevering and untiring exertion the building abutting on the upper side of Mr Wyse's house, were also saved, although, at one time there appeared but little prospect of arresting the fire until it reached the street at the end of the square.

There was provisionally a most ample supply of water, and but little wind stirring at the time.

The fire originated in the bakehouse. Mr W., we are sorry to say, has suffered considerably by this dispensation; we hope, therefore, his fellow townsmen will not forget him in his hour of need.

We cannot close these brief remarks without offering our meed, of just approbation to the Firewards, Engine-men, and the inhabitants of the place, generally. They worked with an energy and a will highly creditable to them—displaying a correct and proper feeling, which we trust we shall always see manifested whenever we are similarly visited.

PLOUGHING MATCH.—We call the attention of our Agricultural readers to the following notice:—

NORTHUMBERLAND AGRICULTURAL SOCIETY.
PLOUGHING MATCHES.

The Society will hold Two Ploughing Matches in October next. The first to take place in Chatham, on Wednesday, the 1st of October; the second at Douglastown, on the following day, Thursday 2nd of October. The sum of £6 will be offered as Premiums at each of the