

New Works.

Glimpses of the Old World; or, Excursions on the Continent and Great Britain. By the late Revd. John A. Clark, D.D.

After stopping a few days at Malta, and visiting the most memorable spots on that Island, Dr. Clark embarked for Sicily, taking Syracuse and Messina in his way. What is called 'The Ear of Dionysius,' near the site of ancient Syracuse, is thus described by him:

"It is a huge cavern, cut out of the hard rock, in the form of the human ear; to reach which you have to pass through an immense stone quarry, deeply excavated, and whence the materials with which the city was built were probably drawn. This excavation, which formerly was used as a state prison, is now occupied as a rope walk. It presents a most singular appearance. What is called 'the Ear of Dionysius' forms, in fact, a part of this spacious quarry. It is an excavation from the solid rock, of a long room, some sixty feet in height, twenty in width, and more than two hundred in length. The sides slope gradually to the summit, and terminate in a small channel, which conveyed every sound in the cavern to an aperture near the entrance. Thus the sounds in this room were all directed to one common tympanum, which communicated with a small private apartment where Dionysius could, if he chose, spend his leisure hours. This apartment was no sooner finished and a proof of it made, than Dionysius put to death all the workmen that had been employed in it. He then confined all that he suspected were his enemies, and, by overhearing their communication, judged of their guilt, and condemned and acquitted accordingly. A low whisper at one end of this room is heard over every part of it with the utmost distinctness, if the ear be applied to the side of the wall. Our guide fired off a gun, which took us rather by surprise, and in its ten thousand reverberations sounded like the crashing of worlds."

A Year of Consolation. By Mrs Butler, late Fanny Kemble.

WATER.

"This afternoon we drove through the streets of Rome, out to a place that was once one of the innumerable Cenci possessions, but which is now a farm house of the Borghese. In one corner of the littered stable yard, where heaps of manure occupied most of the ground, stood a stone sarcophagus with spirited and graceful reliefs, into which fresh water was pouring itself in a glassy stream. As we went round the house, we came upon another stone basin, of beautiful form and proportions, into which another gush of living water was falling in the bright sunshine; further on, again beneath a sombre avenue of ilex, another of these precious reservoirs sparkled and gleamed. I cannot describe my delight in living water: these perpetually running fountains are a perpetual baptism of refreshment to my mind and senses. The Swedenborgians consider water, when mention is made of it in the Bible, as typical of truth. I love to think of that when I look at it, so bright, so pure, so transparent, so fit an emblem for that spiritual element in which our souls should bathe and be strengthened, at which they should drink and be refreshed. Fire purifies, but destroys; water cleanses and revives. Christ was baptised in water, and washed himself, in the regenerating element, his disciples' feet. He promised living waters to all those who, thirsty, drew near to Him, and spoke of that well of everlasting life, which those to whom He gave to drink, possessed for ever in their souls. I do not wonder at all the marvellous wassacur reports. I believe the material element to be as potent in regenerating and healing the body as the spiritual element, its clearness dimly represents, is to regenerate and heal the mind."

RAILROAD.

We copy the following important part of the proceedings in the Canadian Legislature, relative to the proposed North American Railroad. The statistics are highly important and useful.

Mr. Boulton moved for a committee of the whole, to take into consideration a series of resolutions, which he had prepared relative to the opening of a line of communication throughout the province by means of a Railroad from Halifax to the western boundary of Upper Canada. No person in the colony could deny that a rapid communication from one part of the province to another was exceedingly desirable, and even necessary for the purposes of trade, and that the communication should be open during the winter as well as the summer. It was well known that at present they could not come from Quebec in winter in less than 36 hours (24 hours from several voices), well if they can come in 24 hours, all he could say was, that the roads were better here than in the upper part of the province (so they are—from Mr. Alwyn,) there they were often impassable. Such a state of things could go on—a communication either by means of Railroad or plank road must be open, and the question was, which of those two modes of communication would be most preferable? Plank roads at present cost £1500 per mile; and he believed it could easily be ascertained from the level between Quebec and Western Canada, that about £3000 per mile would be quite sufficient for a single line of railroad; and that being the case he believed that no one would hesitate to prefer a railroad to the other, as if would only cost one half more, while the

returns would be two, three or four times as much. The immense population which was now thrown on their lands, required employment, and he saw no means of affording them employment but by commencing public works, on which they could be employed; otherwise, he was afraid that the present emigration would hurt rather than benefit the country. It was well known that between Quebec and New Brunswick there was a large amount of wild land capable of being cultivated, and which, if opened up, would afford room for hundreds of thousands to settle; and on the southern shores of Lake Huron, there were about four millions of acres of the best land upon the continent, upon which an immense number of emigrants could be settled; and why had it not been already settled?—because there was no means of communication, and until they had the means of communication they could never expect that they would be settled. He proposed that some of this land should be settled by emigrants. By the despatch from the home government, laid upon the table that very day, the British government seemed anxious to see the emigrants settled upon their wild lands, and there could be no doubt that the English government would be ready to advance any sum that might be found necessary to settle them. Nothing could be more advantageous for both countries than a large emigration, for most of the emigrants who came to this country, it was found, did not consume in manufacture more than fifteen shillings a head while in Great Britain, while every one who came here, in a very few years consumed manufactures to the amount of between £3 and £4 per annum. It was well known that up to this time the wild lands have never been a means of enriching this country—no one has thought of looking to them for any revenue. He therefore wished they should be made available for opening the resources of the country, and to afford relief to the large number of emigrants now pouring in upon them. The proposal which he wished to lay before the house was as follows:—the distance between Quebec and the boundary line of New Brunswick was one hundred and ninety two miles,—in New Brunswick there were two hundred and fifty miles, and in Nova Scotia one hundred and twenty miles—making the total distance (with allowance for necessary deviations) to Halifax five hundred and sixty five miles; and a railroad between which, at the rate he had already mentioned, namely, £3000 per mile, would only cost a little over £2,000,000. He had the particulars drawn up in a memorandum which he held in his hand, and which contained the precise distances, and also a number of other particulars which he would now read to them.

MEMORANDA

Relative to the proposed line of Railway between Quebec and Halifax, supposing that the line be located through the crown lands of Bellechese, L'Islet, Kamouraska, and Rimouski, within the limits of Canada, and then through the provinces of New Brunswick and Nova Scotia to Halifax.

The length of road through the counties and provinces would be as follows:—

Table with columns for location and miles. Includes entries for Ouldging, River du Sud, Armagh, Kamouraska, Madawaska, Green Mountains, Military road, In Canada (194 miles), Province line to Grand Falls (7 miles), Grand Falls to county line (47 miles), Perth to Boice Town (34 miles), Boice town to Westmoreland (50 miles), County line to Bend of Pedicodiac (37 miles), Thence to Province line of Nova Scotia (30 miles), In New Brunswick (265 miles), From Fort Cumberland to Truro (91 miles), Truro to Dartmouth (51 miles), In Nova Scotia (112 miles), Recapitulation (154 miles in Canada, 205 miles in New Brunswick, 112 miles in Nova Scotia), Direct course through the above places (511 miles), Add one tenth for curves and casual deviations (51 miles), Total length in miles (562 miles).

The following grants of land to be made by the Government to the company—

Table with columns for location and acres. Includes entries for In Canada (500,000 acres), In New Brunswick (632,000 acres), In Nova Scotia (341,000 acres).

300 acres at every ten miles of the road for Depot, &c. \$,400. Quantity of land to be allowed for the additional length of road arising from courses, &c. 175,000. 1,731,400.

NOTES.

Distance from Quebec to Halifax, by the River Saint Lawrence, Kempt road, and Miramichi 672 1/2. From Quebec to Halifax, by the Timiscouta and Fredericton Mail route 680. Average cost of Railroad with single track, wooden sleepers, and iron rails by 2 inch by 1/2 inch. The mean grade being 30 feet per mile. Maximum 80. and minimum 10. In the following States, viz—Michigan, Ohio, Virginia, Maryland, Tennessee, Kentucky, and Louisiana, say for 1100 miles is \$14680 or £3670 per mile. Other Railroads with T. and H. rail in the States of Massachusetts, New York, Rhode Island, &c. &c. cost \$31000 or £7750 per do. Probable mean grade of the Quebec and Halifax Railroad 20 feet maximum, elevation 60 do minimum do 10 do. Probable cost of supposed Railroad, with flat rails, including viaducts, bridges, culverts, &c. &c. £2,062,540. Clearing land for Railroad, 450 miles £43,200 £2,105,740.

By the above proposal, it would be seen that one half of the land for five miles back on each side of the road, was to be given to the company, while the other half amounting to about 590,000 acres would be made available to the Colony; and as he considered that this road would be of immense advantage to the country, he proposed that they should guarantee three per cent for ten years to the company, which would be a great inducement to English capitalists to embark in the undertaking. Then with regard to that part of the great line lying between Quebec and Toronto, he thought as there were no waste lands to be granted to the company, that a greater inducement should be held out to English capitalists; he therefore proposed that the province should guarantee four per cent, permanently—he believed no person would doubt that the road from Montreal to Toronto would be the most profitable that could be made; and he was not aware of the continuing it to Quebec would tend to decrease the profit much. He was certain that it would realize ten per cent. at the least; but, taking it at eight per cent, which was very low indeed, it would be a good return to capitalists; and he was certain that, with the guarantee of the government, there would be no difficulty in inducing capitalists to embark in the line. And with regard to that part of the line west of Toronto, it was already in the hands of capitalists—a great part of the stock had been taken up, and the road was now progressing—but not to make any difference, he proposed that they should also guarantee three per cent. to parties willing to invest capital in the undertaking.

If members reflected, they would see that the government would run no risk in giving this guarantee. All the road with the exception of that part below Quebec, would be certain to pay, and it was the only means of opening up the resources of the country, and of providing for the unfortunate emigrants now arriving among them, which he thought could succeed. Look at the employment which it would afford to them, and look at the vast numbers that could be settled upon the lands thus opened. In Lower Canada alone there would be room for between one and two millions of people. It would also be seen, by reference to the United States—Massachusetts for example—that there they had guaranteed large sums in a similar matter, in Massachusetts about five hundred thousand dollars stock had been taken in their most important lines, and their revenue pledged for a certain return, and so far from its stock being an embarrassment to the state, it has been a means of wealth, and now yields a revenue of ten or twelve per cent. to the state. He could not see why the same course should not be followed in Canada. He was not pledged to the project which he had laid before them, and he would be happy to support any other which would accomplish the same ends. It had been suggested to him that he should refer the resolution either to the committee on railroads or the committee on emigration; and he would now take that step he therefore moved that the resolutions be referred to the select committee on railroads.

Editor's Department.

MIRAMICHI: CHATHAM, TUESDAY, AUGUST 17, 1847.

The Subscriber having been compelled to consume a large amount of time, and incur considerable expense, in his too often fruitless endeavours to collect his far-spread Outstanding Debts, hereby notifies all persons to whom he is indebted, and with whom he has not a running account, that orders for advertising in the Gleaner, and for Printing, in future, must be accompanied with the

CASH, otherwise they will not meet with attention. JAMES A. PIERCE.

TEMPERANCE.—The last number of the Saint John Temperance Telegraph thus notices the valuable services rendered to the cause of Temperance by Mr L. F. Payson, in various parts of the Province. We sincerely trust he will still continue in the good work, and that his labours may be crowned with ample success.

This gentleman is at present lecturing in Charlotte county with great success. Since his engagement with the Young Men's Total Abstinence Society, he has delivered about 60 lectures and obtained about 1800 signatures to the pledge, his success has not alone been confined to the districts near the City, but to some of the remotest parts of the Province he having lectured in the following places; Norton, Hampton, Quaco, Gagetown, Oromocto, Fredericton, Richmond, Woodstock, Jackson-town, Sackville, Derchester, Newcastle, Chatham, Bathurst, Point de Bute, Restigouche, &c. &c. A letter has been received by the Young Men's T. A. S., from the Halifax Total Abstinence Society, requesting the services of Mr. Payson for one month, which request has been granted. He will therefore leave for Halifax on his return to this City. It is the intention of the Young Men's Society to retain the services of Mr. Payson, and extend their principles throughout every portion of the Province.

WESLEYAN MISSIONS.—The Reverend Enoch Wood, Chairman of the Wesleyan Church in this Province, has been appointed to the highly important situation of Chairman of the Wesleyan body in Upper Canada. The Temperance Telegraph, published in Saint John, thus notices the appointment, the labours of the Revd. Gentleman during his residence in New Brunswick, and the regret experienced at his departure.

Mr Wood resided some time in Miramichi, where his uniformly christian bearing, won many friends and admirers; and while they are gratified that he is removed to a wider sphere for the exercise of his very superior mental qualifications, they regret that they will not have the opportunities they have had, of meeting him while in the exercise of his missionary labours. They heartily respond to the closing benediction of our contemporary, and "bid him God speed."

"We are exceedingly sorry to learn that the Revd Enoch Wood, now at the head of the Wesleyan Methodist Church of this Province, is certainly to be removed to Toronto, there to take a still higher charge, namely, Chairman of Upper Canada District. Mr Wood has now ministered in this Province for upwards of 18 years, and during that long period has conducted himself in a most unexceptionable manner,—advancing in public estimation in proportion as his value became known. His natural and acquired talents rank him high in his own church, and may put him on an equality with many of those whose praise is in all the churches. Mr Wood has in all probability many years of labour still before him, and consequently much room yet more, to distinguish himself in his own profession, and in literature generally. He is a clear and precise writer, prudent and skillful in the use of his pen, and avoids all exaggeration, and all undue pretensions in his exhibitions of human character. The Methodist Magazine, which he has long conducted, is a model of prudent and careful authorship, exhibiting piety without superstition, and zeal without fanaticism. Although there are many able and excellent men whom he will leave behind in this Province, we fear his experience, prudence, and conciliatory disposition will be long missed, and his absence greatly regretted by the Methodist churches; though his being placed in a higher sphere of usefulness, where his talents and piety will have a more extensive diffusion of the benefit which example gives, and which sound and zealous church government will spread over the land, joy and not regret should be indulged by his fellow christians. We bid him God speed."

NOVASCOTIA.—The Novascotian of Wednesday last, furnishes the following account of the returns made up to the latest hour, of the Members elected to serve in the Assembly, by which it will be perceived that the Liberals, so called, have a majority of nine.

LIBERALS.—Counties—Halifax—J. Howe, H. Y. Mott. Colchester—Samuel Creelman-Picton—George R. Young, Andrew Robertson. Hants—Captain Card, John M'Drugall. Lunenburg—George Ernst, Henry Mignowiz. Cape Breton—J. B. Untacke, without opposition.—Sydney—W. A. Henry, James M'Leod. Guysborough—W. F. Desbarres, Hugh M'Donald. Digby—F. Bourneoff. Yarmouth—H. Huntingdon. Shelburne—G. M'Kenna.