

before said, does every county depend for support in peace and defence in war. Who does the world pronounce the greatest men that ever headed patriot armies in the defence of freedom, in ancient or in modern times? Was not Washington a farmer? he whose fame will be as eternal as our own Catskill Mountains.

"Great Cincinnatus at the plow, with greater glory shone, Than guilty Caesar e'er could do, though seated on a throne!"

And again;—among all the benefactors of American industry, who have contributed more to promote our national wealth and honor? With pride let me name two brother mechanics, Whitney and Fulton!

To be concluded.

The Politician.

The Colonial Press.

From the Halifax Times.

THE MAGNETIC TELEGRAPH. We have copied the Report of the Montreal Board of Trade, relative to the Magnetic Telegraph, from which it will be seen that the Board are in favour of connecting Montreal with Toronto and Buffalo, and by the latter with the lines of electric telegraph now in operation in the United States, which terminate at several of the Atlantic seaports.

Should the suggestions of the Report be adopted, the people of Montreal will be the last of all the American Continent, except their brethren of Quebec, to receive the advantages which the Magnetic telegraph confers.

This of course is better than not enjoying them at all, for even the lag and of intelligence may, upon occasions, be beneficial. It is a pity that they are not more patriotic, and that they go to the length of supporting their Republican neighbours in preference to their own flesh and blood. The consequences of depending upon the good faith of Brother Jonathan for lightning intelligence, when any news arrived by which he would be benefited at their expense, may well be imagined. Some day, after they have expended the \$12,500 to Toronto, and are paying for the extension of the line to Buffalo, they will remember this, and wish that they had made their outlay in the direction of Quebec, with an intention to communicate with Halifax.

Were this last named route in operation, the Montrealers would be in a much better position in regard to the Buffaloes and the whole Northern portion of America, than under present circumstances the Buffaloes could ever be with regard to them. They would in fact be the grand centre of electric communication. They must be blind as owls in the daylight and well nigh as stupid, not to see this. The line could subserve no other commerce so completely as theirs. It would be sure to be of service to Quebec, but though the advantages of that city was equal to Montreal, which is not the case though they interests are identical, why should the latter entertain feelings of rivalry towards her sister, when so favourable an opportunity presents itself of enhancing the importance of both. The Lower Provinces would benefit but in a small degree in comparison. The expenditure would not be worth their consideration, and they could only be brought to favour the scheme as a means of frequent and rapid communication, leading to a more intimate acquaintance with their Canadian neighbors, and creating a similarity of opinion and sentiment upon matters essential to Provincial welfare. Its effect upon their commerce, unconnected with that stupendous undertaking the Halifax and Quebec Railroad, to the accomplishment of which they look forward with the eye of hope, would be but small. The chief utility of the enterprise, therefore would be felt in Canada. The United States on the one side of the Colony, and the Mother Country on the other, would be the parties having the next greatest interest in promoting this medium of communication. The former power may be expected to place every obstacle in the way of its commencement and completion, that so her own sea ports may be the prime points of correspondence between Europe and America. But once in operation she will be very glad to be allowed in peace to participate in its advantages. To the Mother Country it would open the quickest communication through British territory with her Provinces—and would afford the earliest information upon all matters of importance relating to political movements, and the trade and commerce of the United States. Intelligence from the western point of the Canadas, or the remotest post of the Union, might thus be received within an hour of the sailing of the Royal Mail Steamship from the harbour of Halifax.

We make these observations to show that the Lower Provinces are the parties least interested in the project, taken by itself; and that while they cannot be expected to embark in it earnestly from any prospect of gain, the advice of information which they may tender with regard to the practicability of the undertaking, will be at least sufficiently disinterested.

The Montreal Report deems the two first projects to wit, the line from Montreal direct to Halifax—and the line direct to Portland—to be alike impracticable. The Portland line is impracticable in every sense—in a certain sense both are impracticable—in another sense

the Halifax line is not impracticable, but the contrary. The conclusions of the Quebec Mercury upon this topic are very much to the point, and tho' the Mercury is an interested party, so far as our knowledge extends, are quite correct. They are as follows:—

"We imagine the decision of the Council of the Montreal Board of Trade to have been arrived at from a consideration of the proposed Great Military Road from Halifax to the banks of the Saint Lawrence, which it is almost certain will and must be abandoned. It, indeed, passes through a wilderness throughout two thirds of the distance. To complete it an enormous expenditure must be made, and when finished—even if it can be completed—the annual charge for keeping it open, and in passable repair, would be far beyond its value, either to the public or the military government. In a commercial point of view it would be useless. It would not tend to open up the country through which it passed, and great and reasonable doubts exist among those who have given the enterprise their most serious consideration, whether for years and years to come any settlers could be induced to reside in so remote a locality, and one so far removed from civilization. In a military point of view, this road appears to us to possess one damning objection;—it is within a few miles of the enemy's frontier, and in time of war would be at once occupied by him to obstruct communication between the British North American Provinces, and to cut off supplies of men and troops passing through it in either direction; without an immense force for their protection, which could be ill spared at such a period, there being so extended a frontier to protect

"There is a line, however, free from any of these objections, traversing a fine, rich, and settled country, and eminently adapted for the route of a railway from Quebec to Halifax, and especially so for an Electric Magnetic Telegraph between these termini. We refer to that proposed by Captain Boxer, R. N., for the Halifax and Quebec Railway. Starting from Quebec, he proposes to skirt the St. Lawrence on the south shore as far as Metis, where the line will turn down, through the Kempt Road, to Campbellton, at the head of the tide waters of the Baie de Chaleur, to Bathurst, thence to Gatham, on the Miramichi, and from there direct to Halifax. Throughout the whole of this distance there is now an excellent highway, well kept up, and daily travelled by the mail carriers, and the numerous inhabitants of the districts through which it passes. From Quebec to Metis the road is like a bowling green, and may be termed one village, so thickly do the settlements adjoin. The inhabitants are moreover rich, and their farms as productive as any in Canada East. An extensive business is carried on with Quebec from most of the larger villages on the south shore, in various branches."

We have only one objection to allege against all this. We think it would be desirable to ascertain the probability of the Halifax and Quebec Railroad going into operation, before commencing the Magnetic Telegraph. That great undertaking would perhaps be completed in some five or six years, and along with it there would certainly be an Electric Telegraph, which would supersede any previous erection, from the facilities of management which the business department of the Railroad would afford. It cannot be long before the question will be determined—we shall probably hear something concerning the progress of the survey and the intentions of the Home Government based upon it at the ensuing meeting of the Legislature. Should this great project be dropped, it will be time enough to think of the minor affair. The Quebec Mercury is satisfied that if the scheme were energetically persevered in, "the whole amount and as much more as may be deemed requisite, could be raised in one day in Halifax and Quebec, not to speak of intermediate towns"—we fear that the Mercury is rather sanguine in its expectations from the Halifaxians, as the case stands at present. We have not the least doubt however, that in either event, the commencement of the railroad, or its abandonment altogether, a large sum would be raised here to erect a Magnetic Telegraph, provided it could be carried to Montreal. When it arrived there, its advantages would be so decided, that its extension west from that point at the expense of Upper Canada and the United States, would be certain, and the success of the speculation, and its importance to Provincial interests, as well as to the United States and Mother Country, would be placed on a firm and secure basis.

From the St. John Liberator NEWSPAPERS AND NEWS-READERS.

If we except the unusually fertile accounts which are daily recorded in our Commercial Exchange papers—announcing the increasing prevalence of swindlings, duellings, suicides, robberies, murders, and the like,—it may be said that they present but little of the interest to the general reader. In the absence of Home intelligence, therefore the present is a comparatively dull moment for the "corps editorial"—that useful class of mortals whose labours are sometimes wrongly estimated, and whose difficulties are felt by themselves alone. Whoever has paid a little attention to the matter, has often observed that nine tenths of those who read Newspapers (we do not include young ladies nor scrap book manufacturers among this number) estimate the character of a paper and the ability of its conductors merely by the variety and quantity of matter which is thrown into the editorial columns. The estimate, however, is an erroneous one; for, upon examination, it will be discovered that it is comparatively an easy task to multi-

ply paragraph upon all subjects indiscriminately, and that a person in command of language is thereby enabled to pour forth a "wordy torrent" upon all occasions. But the real labour of such a one is as nothing, compared to that which is undergone by a judicious person, who incessantly applies himself to his work with a consciousness of its responsibilities, and devotes himself to the management of his journal with all the care and industry that a physician would bestow upon a patient. A person of this description only, is entitled to the award of public esteem. The general conduct of his paper—its tone, temper, manner—its uniform, consistent course—its principles, aims, and manliness—its courtesy, but above all, its undeviating integrity and propriety, can alone lay claim to universal respect; and whoever preserves these great indispenables, will assuredly find that his vocation is anything but a sinecure.

Colonial News.

Novascotia.

Halifax Novascotian, Jan. 18.

A Seizure of contraband spirits was made on Thursday evening. We have not heard the particulars, but give the following from a contemporary.

One of the Revenue officers having received information that a quantity of smuggled goods were secreted on Bauer's wharf, he proceeded to the spot and surprised the smugglers in the very act of taking some liquor away. He called assistance, and the smugglers fled. One of them fell over the wharf and narrowly escaped drowning.

One of the officers remained in charge of the seizure, which consisted of about ten hogsheads of brandy, while the other named Hill, went for a truckman to remove the liquor to the Queen's wharf. Seeing a truck near the main guard, he called for the truckman, who came out of a shop close by, but on seeing who wanted him, he denied that he owned the truck. Hill then attempted to lead away the horse and truck himself, when he was immediately surrounded by a mob, which had followed him from Bauer's wharf. After having received several blows, he drew a pistol from his pocket, levelled it at the head of one of the mob, and called out that he was a Revenue officer. Fortunately, the pistol was only half cocked, or probably there would have been one assailant less.

The Sentry on duty at the main guard hearing Hill cry out that he was a Revenue officer, called out the Guard, and the mob immediately dispersed. The officer on duty (we have not learned his name) very promptly offered all the assistance in his power, and sent a sergeant and two of his guard with Hill for his protection.

We have heard that there is a quantity of smuggled goods in the neighbourhood of Bauer's wharf, and that all last night, three men with a brace of pistols each, were on duty.

Canada.

Toronto, Dec. 26th.—On Thursday morning we learned by Telegraph that a fire occurred in Hamilton, which destroyed nine houses and several horses. Since then we have received the Commercial Advertiser, of the 24th instant, from which we gather the following particulars:—About 12 o'clock last night a fire broke out in the building on Upper John Street, occupied by Mr James Mullin, as a stable. The building fronted on the street and was connected with a row of frame houses, extending round the corner, and occupying nearly a fourth of the Court House Square. All this block was burned, and the fire was finally got under at Mr. Lee's bakery.

Montreal, Dec. 31.—The very best line for the Electro-Magnetic Telegraph has, in our opinion, been adopted, and there is every probability that the stock will be taken up immediately. The people of Montreal have taken 1,000 out of 1,250 shares, leaving 250 for Upper Canada. What is Quebec about? The whole line should at once be put under contract. Our opinion has always been that ultimately Halifax must be the terminus, and the whole line kept in British America, which would give our companies the advantage of sending the news throughout the whole continent of America making our neighbours pay us instead of our paying them. True, the line from Halifax to Quebec would cost more both in constructing and keeping in repair but it would pay enormously.

Let us, however, complete the communication from Quebec to Buffalo ourselves, and then let private enterprise, or the Governments of the three Provinces complete the line. The expense would be a bagatelle compared with its

importance. Let every British American set his face against any communication from Halifax via Portland, which would still subject us to American charges as well as Nova Scotian. We have an immense advantage from the situation of Halifax; and if we do not avail ourselves of it, it will be an eternal disgrace to the country.—(Pilot.)

Prince Edward's Island:

Charlottetown Gazette, Jan. 5.

Vessels at Sea.—A great deal of apprehension has existed in Charlottetown since Friday, as to the safety of the crews of two vessels belonging to this port, which have been seen off the Southern Coast of the Island, since that time, but unapproachable from the shore on account of the jolly or imperfectly formed ice, with which they are surrounded. One of the vessels is the Catherine, belonging to and navigated by Mr. Horatio Webster, which our readers will recollect, was driven on shore during the autumn, near Carriboo, N. S. Five hands were seen leaving her on Sunday, and after ineffectual attempts to reach a boat sent out to their relief, had to return. Yesterday morning, the vessel was many miles further to the S. E. As there was a strong Southerly wind this morning, we hope she will be again driven towards the coast, and that further exertions will not be spared to reach them. They are supposed to be suffering from want of provisions, on account of their very long passage from Pictou. The other vessel is the Fairy, belonging to F. Longworth, Esq., and is supposed to have on board only two boys. We do not know her locality, but she is far to the Eastward of the Catherine.

New Brunswick.

St. John Col. Advocate, Jan. 14.

The annual meeting of the St. John Bible Society took place last evening at the Mechanics' Institute, under the Presidency of the Master of the Rolls. The room was crowded. The speakers were Dr. Bayard, Rev. Messrs. Irvine, Stavelly, Verry, LeSeur, and Mr. Dunbar from Pictou. The sum of £15 8s. was collected for the Society's funds. Much apparent interest was taken by the meeting in the business of the evening. The speeches were distinguished for moderation and good sense, as well as ability.

United States News.

From the Boston Atlas.

The favourite steamboat Penobscot, lying at East Boston, was discovered to be on fire at half past five o'clock yesterday morning, and before the fire could be extinguished, she was badly injured. It is thought the fire was the work of an incendiary, the joiner's work, below, is entirely burnt, as well as the furniture and bedding of the boat. The deck is badly injured: but the machinery appears not to have been injured. The whole damage is estimated at \$15,000, on which there is no insurance. She was valued at about \$40,000. She is owned by Captain Stanford, of New York, (her commander,) Captain Kimball, of Gardiner, and R. K. Page, of Hallowell.

The steamer Kennebec, which was lying outside of the Penobscot, was fortunately hauled off without damage.

From the West.—The North American has a telegraphic despatch, dated Pittsburg, Jan. 6th, which says:

Cincinnati papers of the 4th are received by the Western mail which has just arrived. They contain melancholy details of destruction caused by a flood in the Big Miami on the 2d. Five lives were lost.

The Cincinnati and Dayton Canal is swept of bridges, and is broken and overflowed. The Whitewater Canal is almost irreparably damaged. The loss in lumber, flour hogs and pork is immense, and the destruction of mills, &c. is fearful. The price of pork in Cincinnati has advanced one-eighth of a dollar.

MEXICO.

Head Quarters, January 13.

Important from Mexico.—The New York Sun of the 17th instant, in speaking of the operations of the American army in Mexico, gives publicity to the following paragraph; we do not observe its contradiction or confirmation in any of the other American papers which have yet come to hand, and we therefore give it as we find it:—

"A very exciting rumour was circulated yesterday in Wall-street, soon after the Stock Boards adjourned, to the effect