

few principles of Chemistry will enable us to understand the most interesting processes of art, surely it is a desirable attainment, more especially as it requires no very great sacrifice of time, nor intense application to study.

[To be continued.]

European News.

From Willmer & Smith's European Times, June 14.

THE EARL OF CARLISLE ON THE GREAT EXHIBITION.

At a soiree given at Leeds, on the occasion of the meeting of the Yorkshire Union of Mechanics' Institutions, the Earl of Carlisle presided. His Lordship made an eloquent speech on the occasion, the following portion of which will well repay a perusal:—

"I have already adverted to the year 1851, and as there is extremely little I can say upon the general subject of mechanics' institutes which I have not, I fear, but too often before had opportunities of addressing to you, you will, I feel persuaded, make allowance for me, if, during the few minutes more I shall occupy of your time, I seek a variety from the ordinary topics of observation within that great building which some of you, I doubt not, have already seen, and all will have heard of, which gives to this year, 1851, now while it is gliding past, and will probably give to it through all future time, its most distinguishing characteristic. Not that I am at all travelling out of the domain of mechanics' institutions when I refer to the Exhibition of 1851. Why say I this? Oh, enter for a moment with me through one of its many portals! Stand under that lucid arch of glass, at the part where the broad transept intersects the far-stretching nave, while the summer sun glistens, first on the fresh young green of our forest elms, then on the tapering foliage of the tropics, then on the pale marble of the statuary, then on the thousand changing hues of the world's merchandise! I most truly believe that, as a mere spectacle, it surpasses any which the labour, and art, and power of man ever yet displayed in any one spot. Look at that long alley of plate, the stalls of goldsmiths and silversmiths! Such a bright profusion was not spread out by Belshazzar when, amid the spoils of the Old Asia, he feasted his thousand lords. Examine the jewels and tissues of India, of Tunis, of Turkey! So dazzling an array was never piled behind the chariot of the Roman conqueror when he led the long triumph up the hill of the Capitaline Jove. Observe the lustrous variety of porcelain, and tapestry, and silk, and bronze, and carving, which enters into the composition of furniture! Why Louis XIV. himself, could he be summoned from his grave, would confess that, although the French people had dethroned his dynasty and exiled his race, and obliterated that monarchy of which he was the special impersonation, they had carried all the arts of embellishment farther even than when he held his gorgeous court at Versailles. But I should not have obtruded these topics on an assembly like this, had I nothing to remark upon but the jewelled diadem, or the wreathing brass, or the glistening marble, or the spangled brocade: these might only be fit adornments for the palaces of the great, or for the toilets of luxurious beauty; the title which the Crystal Palace of London has upon the suffrage of the judgment as well as the admiration of the eye is, that it is the formal recognition of the value and dignity of labour; it is the throne and temple of industry, and labour, in all their genius, as well as in all their climes, whether they are employed on the cheap gingham that makes up the wardrobe of the humblest cottager, or the richest lace that forms arçons for Queen or Cardinal—on the rude block from the quarry and the hollow brick for model cottages, or the biggest diamond of the mine, the Mountain of Light itself—labor and industry, alike necessary to furnish their daily bread to the masses and the millions, and to embody in palpable form the brightest visions of poetry and art. Said I then wrong that this undertaking, thus intended and calculated to recognise and represent labor and industry, was not removed from the domain of mechanics' institutes. And when, further, I mark the space which is covered in this show-room of the world by special industry of the West Riding of Yorkshire; when I recognise the banners which are suspended above the productions of your principal towns, with their, to me, most familiar devices; when I pass by, not without a sort of joint ownership and feelings, the woollens of Leeds, and stuffs of Bradford, and the fancy goods of Huddersfield, and the carpets of Halifax, and the hardware of Sheffield, and a great many other things from many other places, which I necessarily omit, to say nothing of that wondrous whirling machinery to which, among others, this town has contributed so generously, I need offer no excuse for having connected the mechanics of Yorkshire with the Industrial Temple of 1851. One word of counsel to those who visit the Exhibition. It is divided, as you are probably aware into two great sections, one belonging to our own empire, the other to the rest of the world. It had been anticipated, and it so turns out, that the British section shines most in what is solid, useful, practical, durable; while the foreign section excels in brilliancy, in taste, in all that relates to decorative art; not that this line should be too rigidly drawn, for the foreign division contains much that is useful, and the British very much that is ornamental. What I would then earnestly advise

every one in his own branch of employment and skill, is diligently to observe how, without foregoing what is valuable in his own workmanship, he can graft upon it whatever is attractive in that of others, and how to the sterling home-bred qualities of use and durability, he may add the subtle chains of grace and beauty. This I would specially point out as an object of laudable ambition to your Schools of Design. And if I have ventured to offer one word of counsel to those who visit the Exhibition, let me conclude with one word of comfort to those whose circumstances may prevent from going there. Though I have described it justly as the most magnificent temple of industry, remember yet that the only worthy worship of industry must be carried on in the daily life and by the domestic hearth; this worship all have the power of rendering, and I can answer for it there are two things more precious and bright even than anything which is now displayed in the Crystal Palace—the persevering energy of contented toil—the sunny smiles of an approving conscience."

From the St. John Morning News.

IMPORTANT RAILWAY DESPATCHES FROM THE COLONIAL OFFICE.

The following important Documents were received from Fredericton, yesterday:

GOVERNMENT HOUSE, Fredericton, June 20, 1851.

Sir,—As I anticipated in my letter of the 23d, the last mail brought a despatch on the subject of the Railway Bills, of which I enclose a copy for the information of the Committee of subscribers.

I also enclose an extract from the communication made to Earl Grey by the Railway Commissioners, containing their observations on the Bills affecting the Railway in which you are interested.

I am, Sir, your faithful servant, EDMUND HEAD.

D. J. McLaughlan, Esq., Chairman of R. R. Com.

DOWNING STREET, 12th June, 1851.

Sir,—I have to acknowledge the receipt of your Despatch No. 16, of the 7th of April, transmitting certified copies of three acts passed by the Legislature of New Brunswick in its last Session, entitled respectively "An Act to incorporate the European and North American Railway Company" (2061); an act to facilitate the construction of the European and North American Railway (2062); and an Act to facilitate the construction of a Railway from St. Andrews to Quebec" (2063.) Having referred these Acts for the consideration of the Commissioners of Railways, I have received from these officers a report of which I now transmit a copy for your information.

Although it would appear that the most important of these Acts (that numbered 2061) is in some respects defective, I do not consider it necessary to recommend its disallowance on account of the imperfections pointed out by the commissioners. I trust without doing so, and thus delaying the commencement of the work, a sufficient opportunity for reconsidering the subject will be secured to the Legislature of New Brunswick, by my deferring to submit the Act numbered 2062 for Her Majesty's confirmation. By this Act it is proposed that pecuniary assistance from the Colonial Treasury, to a very considerable amount, should be given to the company to enable them to construct the proposed Railway. To this I have no objection—on the contrary, I believe that in the present state of New Brunswick, it is consistent with sound policy that some assistance should be given by the public towards the construction of the great leading lines of Railways; and the particular line now suggested for encouragement is one which I think deserves it, for though it appears to me one of less importance than the projected line from Halifax to Quebec, I regard it as not being calculated at all to interfere with the latter (if properly regulated) but on the contrary, to contribute to its success. But while I am prepared to advise that Her Majesty's sanction should be given to a measure for affording assistance to this line on the principle proposed by the Act now under my consideration, I consider it expedient that this should be done until the Legislature shall have had an opportunity of reconsidering the Act No. 2061, and that the proposed assistance to the Company should only be granted on condition of its assenting to such amendments of this act as may then be found advisable. I trust that the Legislature will carefully consider all the remarks of the commissioners, as I consider them to be of much importance, and I fear that the interests of the Province may hereafter be exposed to serious injury if the amendments in the Act which are suggested are not now made; but there are only two of these amendments on which, as affecting the interests of the Empire at large, as distinguished from those of the Province alone, I consider it necessary to insist before Her Majesty can be advised to sanction the grant of pecuniary assistance to the Company. The two amendments which I consider to be indispensable are those pointed out by the Commissioners as being required to secure the use on fair terms for the traffic between Halifax and Quebec, of that part of the Line of Railway now proposed to be constructed which will be common to the two lines, and secondly the conveyance of Her Majesty's troops and stores for their use, along the line at reasonable rates of charge.

I am, not as yet enabled to express a positive opinion whether the Act No. 2063 ought

to be confirmed; this question is still under consideration, but I hope to have it in my power to inform you by an early opportunity what decision may be adopted with respect to it.

In conformity with what I have now stated, the Act No. 2061 will be submitted to Her Majesty on the first opportunity, in order that it may be left to its operation.

The Acts Nos. 2062 and 2063 will not be laid before the Queen for the present.

I am, &c., GREY.

(EXTRACT.)

Office of Commissioners of Railways, Whitehall, June 2, 1851.

Sir—I am directed by the Commissioners of Railways to acknowledge the receipt of your letter of the 24th ultimo, enclosing copies of three Acts, passed by the Legislature of New Brunswick, entitled respectively—

No. 2061, "An Act to incorporate the European and North American Railway Company."

No. 2062, "An Act to facilitate the construction of the European and North American Railway."

No. 2063, "An Act to facilitate the construction of a Railway from St. Andrews to Quebec."

And I am to acquaint you in reply for the information of Earl Grey, that agreeably to His Lordship's request, the commissioners have taken these Acts into their consideration, and have made the following observations upon their provisions:

By the Act No. 2061, it is proposed to incorporate a Company for the purpose of making a Railway, which in section 3 is described as "A Railway to run from some point or place from the Eastern boundary of the Province of New Brunswick in the Co. of Westmorland so as best to connect with a Railway to be constructed from the City of Halifax, or some other port on the Eastern coast of the Province of Nova Scotia, on the Atlantic Ocean, over the most practicable route through the Province of New Brunswick, so as best to connect with a Railway to be constructed from the City of Bangor, in the United States of America, to the Eastern part of the State of Maine."

It appears probable that the direction of a considerable portion of this line, near the Eastern boundary of New Brunswick, will coincide with the projected Railway from Halifax to Quebec, the construction of which has already engaged the attention of Earl Grey as an undertaking calculated to promote the interests both of the Colonies and of the Mother Country, and therefore entitled to encouragement and assistance on the part of Her Majesty's Government. It appears from Mr Hawes' letter to Mr Howe of the 10th March, 1851, that one of the conditions of affording that assistance would be, the proposed Railway should be an entire line from Halifax to Quebec, passing wholly through British territory, but it would not be considered an objection to the plan, that it included a provision for establishing a communication between the Railway and the Railways of the United States. The above-mentioned portion of the Railway proposed in the present Act might therefore form part of the main line of the Halifax and Quebec Railway; and as it would be expedient that the whole of that line should be under the same arrangement, the commissioners suggest that it might be advisable to stipulate with the company incorporated by this Act, that in the event of arrangements being made for the construction of the Railway from Halifax to Quebec through this part of the Province of New Brunswick, it should be obligatory on the Company to transfer the common portion of the line to the parties entrusted with the construction of the Halifax and Quebec Railway for a sum equivalent to the outlay incurred by the Company in making that portion of the line; and, with this view, that the accounts relative to its construction should be kept in such a manner as to afford the means of apportioning the outlay accordingly.

The Commissioners proceed to consider certain provisions of this Act, which appear to them to call for remark.

In the 1st section provision is made for submitting the Company's bye laws to the Governor of the Province for his approval, but no power is reserved (as in the Imperial Act for the regulation of Railways, 3 and 4 Vict., c. 97, s. 9.) of disallowing the bye-laws at any future time after they shall come into operation—and this power appears to be necessary for the completeness of the control over the bye-laws intended to be vested in the Governor, who would otherwise have no cause of suspending the operation of a By-law that was found to be objectionable.

By section 4, the Directors are authorised until the Railway is completed, to pay interest to the shareholders on the amount of the calls paid up by them. In former reports on New Brunswick Railway Acts, containing a similar provision, the commissioners took occasion to observe that provisions of this kind were frequently at one time inserted in English Railway Acts, but in the session of 1847 a Resolution was passed by both houses of Parliament (which has since been adopted as a standing order) requiring the insertion in every Railway Bill of a clause prohibiting the payment of interest out of capital, and it might therefore be worthy of consideration whether the reasons that led to that Resolution were equally applicable to the Colony.

By section 28, it is provided that the Act shall not be revoked, altered or amended without the consent of the company. This is inconsistent with the first recommendation in

Mr Secretary Gladstone's Circular Despatch, of the 15th January, 1846, and the clause there referred to as proper to be inserted in all Colonial Railway Acts—viz: "That nothing herein contained shall be construed to except the Railway by this Act authorised to be made from the provisions of any General Act relating to Railways which may be passed during the present, or any future Session of Parliament." A clause of this kind is invariably inserted in English Railway Acts.

Section 38, after providing for the level crossings of Roads, authorises the Company "if they deem it more conducive to the public safety, to substitute a bridge over or under the Railway for the level crossing."

The Commissioners would suggest that a matter of so much importance to the public should not be left entirely to the discretion of the Company, but that power should be reserved to the Governor of the Province, or some other public officer, requesting the Company to make the alterations which the increase of traffic on the roads arising from that on the railway may hereafter render necessary, although at present a level crossing may be allowed without danger.

Section 55 gives the Company the power of levying tolls for the conveyance of passengers and goods. But the Act does not provide any scale of maximum charges for such conveyance. And this defect does not appear to be remedied by the power of revising the toll and the option of purchasing the railway reserved to the Government by the 55th and 57th Sections.

The exercise of those powers is dependent upon the event of the Company's profits exceeding a certain rate per cent. on their capital. In former communications addressed to the Colonial Office, the Commissioners have stated that although such provisions may have been introduced into Colonial railway acts for the purpose of thus intimating the possibility of future revision and purchase, yet in their opinion, it may be questionable whether they can have any other practical effect.

The provisions in section 61, with respect to the conveyance of troops, appear to be defective in not specifying the terms and conditions of conveyance, as provided by the corresponding enactments of the Imperial Act 7 and 8 Vict. c. 85, s. 12.

The 59th section adopts the provisions of the 13th Section of the Imperial Act 7 and 8 Vict. c. 58, with regard to the power of the Government to establish a line of Electric Telegraph on the railroad; but does not contain any clause similar to the 14th section of that Act, for providing that the telegraph subject to the prior right of use by the Government, shall be open to all persons without favor or preference, and at equal charges.

In the absence of any general Legislation on the subject of railways in this Colony, it is necessary that every New Brunswick Railway Act should comprise within itself the whole of the provisions that may be considered requisite for the protection of the public interests. Provision is made by the present Act for the conveyance of Mails and Troops, for laying down an Electric Telegraph on the line of the railway, and for making returns of traffic and accidents. But of the other matters which in this country have been made the subject of general legislation with a view to the public safety and convenience, the commissioners would particularly observe that the Act does not contain any provisions similar to those of the Imperial Acts relating to cheap trains, the appointment of Inspectors, and the opening of the railway after notice and inspection, and the construction of bridges and roads.

The Commissioners are desirous to draw the attention of Lord Grey to those variations from the course pursued in Legislating upon railways in this country, leaving it as a matter entirely for his Lordship's consideration, what degree of importance is to be attached to them, with reference to the local circumstances of the Colony, and whether any correction may be called for in the way of supplementary legislation.

J. L. S. SIMMONS, Captain Royal Engineers.

We have reason to believe since the return of the Hon. Mr. Chandler from Toronto, that the great question has been entertained in Canada pretty much as we anticipated (from information previously received) in an article in our paper of Monday last. We do not state officially what follows—nor do we know that we have a right to make any statement at all, respecting the Canada Delegation, until it is given in an authentic form, through the proper channel. We believe, however, that the disposition of Canada is to accept Earl Grey's proposition so far as that Province is concerned, upon the condition that the people shall not be called upon to provide a sinking fund—that is to say, they are willing to pay the interest, and let the principal be settled by posterity. We do not think there is much principle in this—although if the Canadians can get the money upon these terms, we do not object to it. The Hon. Mr. Howe, on the part of Nova Scotia, is unwilling to assist New Brunswick in her portion of the line. So that the spirit of Mr. Hawes' letter is repudiated both by Canada and Nova Scotia—for Mr. Hawes distinctly sets forth that both Provinces ought to aid New Brunswick, as their respective situations will be so much more favourable in a commercial point of view. So far then, the Delegation was turned out as we anticipated—a failure. No doubt the Convention agreed among themselves to report the true state of the case to the Colonial Secretary, and it remains to be seen what course his Lordship will take.