

water or even spring water itself. There is at present no room for argument as to the value and utility of thorough draining in the abstract, but there may and will exist differences of opinion as to its being applicable in an economical point of view, to this or the other farm, or this or the other district. The fundamental difference—and it is a most important one—between England and New Brunswick is, in the former land is dear, and labor cheap, while with us land is cheap and labor high. The indiscriminate adoption of many English practices in Agriculture here may prove both ruinous and absurd; and we are not necessarily fools because we cannot always see at once how thorough draining and high farming will pay.

Colonial News.

Novascotia.

The Boston Excursion.—We learn that upwards of Thirty persons left town yesterday by King's line, en route for St. John and Boston, for the purpose of visiting the Industrial Exhibition in the former city, and the Rail Road Jubilee in the latter. It is a singular fact that the Halifax Agent of the Boston Express called at this office yesterday morning to request that the advertisement might be left out, as the number of persons applying for conveyance, far, very far, exceeded the means at his disposal for forwarding them to Windsor. He had to stop issuing tickets when Forty were disposed of. This is a foretaste of what we may expect when Rail Roads shall intersect the Province. Most sincerely do we wish our friends a "good time" in the city of notions.

Military.—Two companies of the 72nd Highlanders marched for Windsor, to embark for St. John, yesterday morning at five o'clock. They were escorted some distance on the road by the splendid bands of the 42nd and 72nd Regiments. The morning was gorgeous in the extreme, and the effect produced by the music in the stillness of the hour was grand beyond description. Another division of the 72nd leaves this city for St. John, via Windsor, next Monday, and on the Monday following the Head Quarters will march for the same destination. The citizens of Halifax view with universal regret the departure of the gallant 72nd from this garrison.

Sir John Harvey, our venerable and highly respected Lieutenant Governor, was to have left England for Halifax, in the R. M. Steamship appointed to sail on Saturday last. It is gratifying to be assured that His Excellency's health has much improved.—*Halifax Nova Scotian, Sept. 10.*

The Weather and the Crops.—The weather continues fine. Saturday was an exquisitely beautiful day and warm for the season, the Thermometer standing, for several hours, in the shade, at a high figure. Indeed the heat was hardly less than in even "a warm summer" is usually experienced in mid-August. This to the farmer or squatter who has late crops of grain still unripe, will have proved very acceptable. The Potato Crop, we regret to note, is generally prostrate again under the influence of the blight; we speak of this Peninsula, and would fain entertain hopes that it may be otherwise in the rural districts.—*Halifax Sun.*

New Brunswick.

St. Andrews and Woodstock Railway.—Letters have been received from Mr. Sharp, the Managing Director in London for the St. Andrews Railway, announcing his completion of a contract with Mr. Shaw, to complete the Railroad from St. Andrews to Woodstock, on satisfactory terms. We are credibly informed that the road will be completed, and ready for the cars, at £2,300 sterling per mile; and it is computed that an additional sum of £450 per mile will furnish locomotives, and every thing necessary to set them running on the line.

Melancholy Accident.—On the 20th ult., a fire broke out in the dwelling house of Mr. Luther Porter at Cornwallis, Nova Scotia, after the inmates had retired to rest. The family consisted of four aged persons and three children. Unfortunately the flames obtained such headway before any alarm was given, that Mr. Porter was so badly burned before he could make his escape, that he died on the second day after, and a grandchild was burnt to cinders. The rest of the family escaped without saving hardly an article to cover them.—*St. John New Brunswick.*

Canada.

The Montreal papers of yesterday publish the following memorial of the Board of Trade of that city, on the subject of steam communication between Canada and the United Kingdom, which was forwarded to His Excellency the Governor General on the 11th ult., and also the Provincial Secretary's reply:

To His Excellency the Right Hon. James, Earl of Elgin and Kincardine, &c., &c.

The Memorial of the Montreal Board of Trade—Humbly Sheweth:

That, while Halifax, Boston, New York, and Philadelphia, possess all the advantages attending a direct line of trans-Atlantic Steamers, your Memorialists view with regret and concern the non existence of a direct steam conveyance between Canada and any European port.

That your Memorialists being deeply impressed with the unequalled advantages afforded by the St. Lawrence, of a rapid and uninterrupted communication between the interior of this country and Europe, both as a means of increasing a direct import trade, and of turning the tide of emigration towards our shores, consider that the establishment of a line of steamers between Quebec or Montreal and some port or ports in the United Kingdom, to be most essential to the future prosperity and welfare of Canada.

That in view of the advantages which in all probability would result to the country from the establishment of the line in question, your Memorialists are of opinion that it would be wise and sound policy in the Government to lend its aid to the scheme, by the grant of an annuity for a limited period to the parties who may undertake it.

That your memorialists consider that, for an allowance of £10,000 per annum, for a period not exceeding ten years, parties could be found in this country ready to undertake the construction and maintenance, in an efficient manner, of a line of steamers, to run from any eligible port in the United Kingdom to Quebec and Montreal, during the season of open navigation; and to Halifax, Portland or Boston during winter.

That while the establishment of an Ocean Line of Steamers, direct from Canada, might, by some parties, be considered prejudicial to the contemplated Railway from Halifax, your memorialists feel satisfied that, on the contrary, the interests of the Railway in question would be materially benefitted thereby.

That your Memorialists, therefore, humbly pray that, taking the premises into your Excellency's favorable consideration, your Excellency may be pleased to adopt such measures as to your Excellency in Council may seem meet, to forward this most important and desirable object; and to recommend an appropriation commensurate with the great advantages which are likely to accrue to the country from its being carried into operation. And your Memorialists, as in duty bound, will ever pray.

HUGH ALLAN,

President Montreal Board of Trade. Alex. Clerk, Secretary.

SECRETARY'S OFFICE,

Toronto, August 16, 1851.

Sir—I have honor to acknowledge the receipt of the Memorial from the Montreal Board of Trade, transmitted in your letter of the 11th instant, and to inform you that I have laid the same before the Governor General.

It may not be out of place to remark, that the subject referred to in the said Memorial, having been brought before the Legislative Assembly, that honorable body refused to entertain it.

I have the honor to be, Sir, your most obedient servant.

J. LESLIE, Secretary.

Alex. Clerk, Esq., Secretary Board of Trade, Montreal.—*Quebec Gazette, Sept 5.*

The Politician.

THE BRITISH PRESS.

London Morning Chronicle, Aug. 21. RAILWAYS IN BRITISH NORTH AMERICA.

That this important subject has lost none of its interest with the public, either here or in the British Provinces, is evident from the report read yesterday at the meeting of the Canada Land and Railway Association, in which it stated that there now exists little doubt that the Legislatures of New Brunswick and Nova Scotia will unite with Canada in carrying out a system of Railways to connect these provinces upon the terms offered by the Imperial Government, and that the line from Halifax to Quebec will be made on the joint account and mutual risk of the three Provinces, ten miles of Crown Land along the line being invested in a joint Commission, and the proceeds appropriated towards the principal and interest of the sum required.

The adoption of this great scheme of inter-colonial policy is one of vast importance both to the Provinces and the mother country. It will aid Colonization and thereby provide employment for the thousands of Emigrants who annually leave our shores to increase the wealth and population of the United States; but who would, if certain employment, and suitable means of transport were provided for them, readily adopt the British Provinces as their future home, and there aided by Associations such as these proposed to be formed by the Canada Land and Railway association, would soon become important contributors to the Colonial revenues and consumers of British manufactures. When once Railroads are established in North America a large and healthy system of colonization must and will follow.

Four millions of acres of Crown Lands are yet ungranted in Nova Scotia alone; in the other Provinces the amount is much larger.

Here then is a country capable of sustaining millions of people, that only requires the aid of a few millions of that capital now squandered and sunk in foreign loans or equally doubtful investments, to develop its resources, and render it the most valuable portion of our Colonial Empire.

A Galvanic Printing Press, capable of throwing off impressions as fast as any press now in use, has been invented by Mr F. Freeman, of New Boston.

Ship News.

PORT OF MIRAMICHI.

ENTERED, September 6, schr Herald, Walls, St. Peters, A. Fraser.

9th, brig Pero, Whelan, Cork, ballast, 49 days, Gilmour, Rankin & Co.

10th, bark Elizabeth, McFarlane, Fleetwood, Gilmour, Rankin & Co.

11th, schrs Providence, Menard, Quebec, produce, Gilmour, Rankin & Co.; Thomas, Mordillon, Quebec, do. do.

12th, ship Equator, Roberts, Liverpool, general cargo, Harley & Burchill.

13th, brig Gipsy, Longstaff, Almira, ballast, Gilmour, Rankin & Co.

14th, brig Salisbury, Hale, Bristol, deals, W. J. Fraser.

12th, schr Providence, Menard, Quebec, ballast.

13th, bark Lord Mulgrave, Broderick, Hull, deals, Gilmour, Rankin & Co.; bark Bolivar, Dunn, Larne, timber and deals, do.; schr Thomas, Muldillon, Pictou.

15th, brig Sabrina, Rudolf, Fleetwood, deals, Johnson & Mackie.

PORT OF DALHOUSIE,

RESTIGOUCHE, N. B.

ENTERED, September 10, ships Mary Ann, Smith, P. E. Island, ballast, Wm. Hamilton; Adonis, McMillan, Greenock, goods, do.

11th, schr Eller, Fournier, Quebec, general cargo; schr Prudent, Audette, Halifax, do. do.; brig Ann, Miller, Kirkcudbright, ballast, A. Ritchie & Co.

PORT OF BATHURST.

ENTERED, September 1, schr Vine, Campbell, P. E. Island, horses, Ferguson, Rankin & Co.

4th, brig O'Halloran, Copeland, Londonderry, ballast, Ferguson, Rankin & Co.

6th, schr Marie, Fournier, Quebec, flour and meal, J. Meahan and J. Woolner.

9th, brig Caroline, Wood, Miramichi, general cargo, J. M. Wolhaupter.

12th, bark Henry Hood, Bassett, Port Glasgow, general cargo, Ferguson, Rankin & Co.; brig Arethusa, Hurrell, Belfast, ballast, do.; schr I. L. A., Jemi, New Carlisle, ballast, master.

CLEARED, August 30, schr Sovereign, Hayden, Halifax, codfish, J. Woolner and J. Meahan.

3rd, schrs Vine, Campbell, P. E. Island, shingles, master; Undaunted, Ahier, Newfoundland, lumber, Ferguson, Rankin & Co.

11th, brig O'Halloran, Copeland, Belfast, deals, Ferguson, Rankin & Co.

12th, schr Marie, Fournier, Quebec, fish, J. E. O'Brien and others.

PORT OF RICHIBUCTO.

ENTERED, September 1, schr Sovereign, Hayden, Halifax, general cargo, R. McLaughlin.

2nd, schr Bellona, McRae, Pictou, coals, J. R. Creelman.

3rd, ship Princess Victoria, Leslie, Liverpool, ballast, W. S. Caie.

9th, bark Lady Constable, Dawson, Liverpool, general cargo, J. W. Holderness; schr Charles Weldon, McLean, P. E. Island, master.

schr Rob Roy, McGregor, Guysboro', fish, master.

CLEARED, August 29, brig Flea, Wilkie, London, deals and preserved salmon, J. W. Holderness and J. Samuel; brig Robert and Margaret, Calvert, Hull, deals, W. S. Caie; Timandra, Absorn, Gloucester, deals, L. Desbrisay.

30th, Norwegian bark Sjosna, Harland, Grimby, deals, D. Wark; schr Charles Weldon, McLean, P. E. Island, deals, F. Longworth.

September 1, Prussian bark Havelius, Guth, Cork, deals, J. W. Holderness.

6th, schr Relief, Marshall, P. E. Island, deals, L. Desbrisay.

6th, schr Bellona, McRae, Pictou, boards and shingles, J. R. Creelman.

11th, schr Sovereign, Hayden, Halifax, fish and shingles, J. Mooney.

Halifax, September 6, cleared, schr Villager, Watt, Miramichi.

6th, cleared, schr Highlander, McLeod, Canada.

A School Wanted.

A Young Man of strictly moral and sober habits, a good disciplinarian, and who has had singular success in imparting instruction, is desirous of a re-engagement. Is an excellent Grammarian, Accountant, and is familiar with Composition and Geography; can teach the rudiments of Astronomy, Navigation, Field and Marine Surveying, and Mechanical Science.

References to parents of pupils, Ministers, Trustees of Schools, &c. Salary—if without board, &c., £30 per annum, one half in cash; if with board, &c., £15 per annum, two thirds in cash. The immediate neighborhood of a Grammar School preferred. Apply to B. C., at the office of this paper, postage paid.

SECOND EDITION.

TUESDAY MORNING, SEPTEMBER 16.

A Correspondent who signs himself "A Traveller" requests us to call attention to the disgraceful and dangerous state of the Bridge at Turner's Cove, in the Parish of Nelson. He states that the erection of a new Bridge at that place was contracted for on the 26th June last, but up to a few days ago no preparations whatever had been made for its commencement. Perhaps the Commissioners will explain the matter.

UNITED STATES.—**Gale in Florida.**—A most disastrous gale was experienced at Apalachicola on the 22nd and 23d ult., destroying property to the amount of \$300,000 to \$400,000. The Light at Cape St Blas was carried away. A Spanish brig was driven in by the force of the gale and went on shore, and all on board, comprising seventeen persons, perished. At Quincy the storm lasted twenty four hours—some fifteen houses were blown down, and it is estimated that three fourths of the tobacco and half of the cotton crops is destroyed. Altogether it was the most terrible storm ever witnessed in that part of the country.

CUBA.—We extract the following from Boston papers of Saturday:—

We have received a despatch from New Orleans announcing the arrival of the Cherokee at her wharf in that port on the 3d inst., with the details of the sad finale of the Lopez expedition. Authentic intelligence from Havana of Aug. 1st says all the invaders have been either killed or made prisoners.

Just previous to the capture of Lopez the patriots all deserted him and fled to the mountains. He wandered about alone for some time, but was finally run down by bloodhounds, and captured on the 29th August, and carried to Havana, where he was garrotted on the first of September, at 7 o'clock in the morning. His last words were "Adieu dear Cuba." Previous to his death he declared that he had been greatly deceived with regard to promised aid in Cuba. Passengers on the Cherokee who witnessed his execution said he died manfully.

Spanish accounts state that of the whole number of patriots landed from the Pampero and from other quarters, 556 have been already killed, and 155 more are now in prison. The Hungarian general, Pragy, was killed at Pozas. It is said a small body of insurgents still hold the mountains near Puerto Principe. It is reported that the 155 prisoners have been sentenced to the Cuban chain gang for ten years.—*Halifax B. N. American.*

NOVA SCOTIA.—**Regatta.**—Yesterday was in every way a holiday worth keeping, and all the world and their wives seemed to have seized the opportunity of getting out upon the water, in wherry, gig, or shallop, or to line the hills and piers in the neighborhood of the starting place, on either side the harbour. Thousands crowded the Dock-yard, and a gay party of ladies and gentlemen might be seen promenading the decks of the huge Cumberland—huge and tremendous as a machine of war, but beautiful in her proportions, and life-like, 'hearts of oak' crowding every spar, cheering the competing crews, as they glided over the unrippled sea below.

The day was unusually propitious for the row boats. During the previous night heavy rain had fallen, and morn broke with a cloudy sky, but 'not a breath to stir the wave'—and so, in vain did the sail boats spread their wings, and their anxious crews whistle for the breeze.

The races were well contested, and we are glad to have to record a victory for our harbor boats over those of our neighbors of St. John, the Pryor and Mosely Gigs carrying off the prizes in their class.—*Halifax Sun, Sept. 12.*

NEWFOUNDLAND.—From accounts furnished us by Mr F. C. Call, supercargo of the American schooner Sophia, wrecked on the coast of Newfoundland, on the 27th ult., in a gale, (the like of which has not been experienced in that quarter for the past fifty years) we are led to believe that a very large amount of property, and a serious loss of life is involved.

In Bay Fortune, and on the Southern Shore the gale was most fearful. Forty-four sail were driven ashore, chiefly fishermen from the Bay and neighboring Settlements. Four boats from St. Peter's were missing, when Mr Call left that place, six days subsequently to the gale, and it was feared they were lost and that all hands had perished.—*Halifax Sun.*

DEATHS.

At Chatham, on Sunday, 19th instant, FRANCIS S. B., infant son of J. T. Williston, Esq., aged 9 months and 14 days.

At Halifax on the 11th instant, EDWARD CURNARD, Esq., in the 54th year of his age.

Flour, Soap, Candles, &c.

The Subscriber has just Received

Barrels superfine Canada FLOUR. Boxes superior Montreal SOAP. do. do. do. CANDLES. Also—60 dozen BEER BOTTLES.

All of which he offers for sale at very low prices for Cash, or Country Produce.

WM. SEATON. Chatham, Sept. 15, 1851.