

Colonial News.

New Brunswick:

THE RAILWAY MEETING IN THE BANK PARLOR.

A meeting of the subscribers for shares in the European and North American Railway Company, was called by the Railway Committee, to take place in the Bank Parlor, at 3 o'clock yesterday afternoon. Shortly after that hour only six gentlemen had assembled. At half past three their numbers had increased to 31, when the meeting being considered full, D. J. McLaughlan, Esq., was called to the chair, and Mr Burtis requested to act as Secretary. The Chairman stated in the most clear and business like manner, the object of the meeting, which was to take into consideration the propriety of opening subscriptions for shares to the extent of £100,000, preparatory to the organization of the Company. After a long pause, Robert Payne, Esq., made some observations as to his desire for immediate organization, when Mr Thomas G. Hatheway rose and said, that as the Committee who had charge of the American portion of the line had resolved not to open their subscription books until the 20th of August, and for other reasons, it would probably be expedient to delay further proceedings until that time. Mr Fenety objected to this delay, and proposed immediate action. Mr J. H. Gray made an exposition of the present state of affairs as regarded Colonial Railways more especially the line under consideration. He stated his belief that if the Facility Bill had passed, or if Mr Howe had not gone to England, the European and North American Railway would have gone on gloriously; but it was now no use to conceal the fact, that a great change had taken place in public opinion, not only in the City of St. John but in the northern section of the Province which was deeply interested in the Halifax and Quebec Railway. The subscriptions to the European and North American Railway, which were made provisionally before the granting of the Charter, amounted to £50,000 in the City of St. John, and some £20,000 in the County of Westmoreland. Mr Gray doubted if the persons who had provisionally subscribed would now renew their subscriptions, or if the further sum of £30,000, to make up the requisite amount, could be had, owing to this great change in public opinion. From information which he had obtained Mr Gray said he had no doubt that negotiations were now pending between, these Colonies and the Mother Country, and also between the Colonies themselves, not only for the construction of the Halifax and Quebec Railway, but also for the construction of the European and North American Railway, upon funds to be advanced by the Imperial Government; and he expressed this belief, that in concluding the arrangements, New Brunswick would not be called upon to bear more than her fair share of the expense, or at all events, more than she had already offered to contribute toward these undertakings. Mr Gray concluded his remarks by saying, that where men thus met publicly together, it was best to speak openly and frankly. He therefore deprecated the course which had been pursued, in the publication of observations which had a tendency to promote a spirit of antagonism between the line in which that meeting was interested, and the Halifax and Quebec Railway; and as Mr Fenety, the Editor of the Morning News, to whom he alluded, was present, he would also state his objection to mixing up the question of Annexation with the European and North American Railway, as calculated to injure its progress, because all persons would deny any connection between the two.

Mr Fenety defended the course he had pursued, he denied that he had ever in any way advocated or suggested the separation of these colonies from the mother country, and was proceeding to discuss the delicate question of annexation, when he was in the most proper and gentlemanly manner reminded by the chairman, that the question before the meeting was, the propriety of opening subscriptions for shares on the proposed Railway then under consideration. Mr Fenety sat down, and after some further observations from Mr Tilley, Mr Robert Payne and Mr Hatheway, a Resolution was proposed by Mr Grey, setting forth various reasons why further proceedings should be delayed until the 20th of August. This resolution was seconded by Mr Jardine, and having passed, the Chairman put the question whether he should insert the word unanimously, when Mr Thomas Main, commission merchant, said he could not agree to that—he for one dissented, as if that resolution passed, he conceived they thereby abandoned the formation of a company, and might as well shut up at once.

Several gentlemen then addressed the meeting. Mr McFarlane expressed his doubts whether in the present state of the public mind, subscriptions for shares could be obtained, and urged delay. Mr Tilley and Mr Fenety opposed this, and pressed for instant action. Dr Robert Bayard took the floor, and made a strong speech against Earl Grey for trifling with the feelings of Colonists, and urgently and impetuously argued against the insult he had offered to New Brunswick, by refusing to assent to the Facility Bill, which he (Dr. Bayard) had read over, and to which he could see no objection. Meantime Mr Gray and Mr Jardine wrote and re-wrote their resolution several times, and, finally, it passed, setting forth that as the Facility had not received the Royal Assent, and as negotiations were in progress be-

tween the Colonies and the Mother Country respecting Railways; and further that the Americans did not intend to open their subscription books until the 20th August, it was expedient not to ask for subscriptions until that time, and that books should thereafter be kept open for thirty days, at the Commercial Bank in St. John, and the Central Bank in Fredericton. When this Resolution passed only 29 persons were present, the rest having left the meeting.

It was then moved by Mr Fenety, and seconded by Mr Hatheway, that a Committee should be appointed to prepare a remonstrance to the Queen respecting the refusal of the Royal Assent to the Facility Bill, to which an amendment was moved that the meeting adjourn. For this amendment there appeared only the mover and seconder, the meeting by this time being reduced to twenty one in all. The resolution being modified into a petition to the Queen, expressing a remonstrance, and praying the Royal Assent to the Facility Bill: it was then passed. Dr. Bayard, Mr Tilley and Mr Jardine, were appointed a Committee to prepare the petition, and procure signatures to it. A motion for the adjournment was next made, after the usual vote of thanks to the chairman.

The meeting consisted chiefly of the younger members of the mercantile and trading community of this city, who appeared anxious to slip off as quickly as they could do so, without exciting observation. A general languor seemed to pervade the whole proceedings; and but for the half-uttered defence of Mr Fenety, and the philippic of Dr. Bayard against Earl Grey, the meeting would have been altogether "flat, stale, and unprofitable."

The denunciations against Earl Grey dwindled off into murmurs among the nineteen gentlemen who were present, at the adjournment, and the meeting seemed rather to fade away, than to break up with the usual hilarities after the transaction of business.

Thus ended the first chapter, of the beginning, of the European and North American Railway Company.

On Saturday afternoon, a large raft of timber and logs, belonging to Mr Goddard, of Maine, broke adrift above the Falls and came down into the harbor. Fortunately it was flood tide at the time, and the principal part was picked up in the harbor, and the remainder secured along the shore. Had the accident happened earlier in the tide, the loss would have been very heavy, as most of the timber would have been carried out to sea and lost.—*St. John New Brunswicker.*

Five deserters who left the Garrison a few days ago, were apprehended by Mr Solomon Vail, on the Saint Andrews road, and brought back part of the way; but they turned on their captor, and having tied him on the road, very coolly took his horse and wagon and drove to Calais, where, we suppose, they will be protected by the Americans.—*Fredericton Reporter.*

The Bloomer.—A lady dressed in the new costume perambulated our streets yesterday, and created quite a sensation. She was subjected to no annoyance or rudeness.—*St. John Freeman.*

Logs.—The price of Logs has now touched a point higher than has been known for many years. We learn that as much as 37s. 6d. has been obtained for prime lots.—As might have been expected, summer logging is now going on to an unprecedented extent. The woods, from the Bay of Fundy to the Grand Falls, ring with the axe of the lumberer; and, as the late rains have caused all the streams to rise nearly to the level of the ordinary spring freshets, such a quantity will probably be got out as will bring the supply and demand more to an equality.—*St. John Courier.*

Suspension Bridge.—We are gratified to learn that Mr Reynolds has commenced operations on his suspension bridge, for the purpose of crossing the Falls. All the work has been contracted for, by engineers and artisans. Three-fourths of the stock has been taken up—a great many persons having stepped forward and subscribed, after Mr Reynolds's determination to "go ahead" was thoroughly understood. If correctly informed Mr R. expects to have the work completed by the first of January. To that gentleman will be due the praise for affording us a beautiful carriage drive to Carleton, to say nothing of the great convenience the bridge will be to travellers, and for other purposes. That the bridge will yield the subscribers good returns we have not the least doubt. We believe the bridge will be as great a thoroughfare as the Marsh Road, especially on the Sabbath—and we do not think there will be a more romantic or pleasant drive in America, than in the neighborhood of the Falls, after the Bridge is suspended. Success to the undertaking and handsome returns to the stockholders!—*St. John Morning News.*

Newfoundland.

Newfoundland papers received since our last furnish a few items.

The prospects for the Fishery, both from the northern and southern sections of the Island, are favorable. After a long prevalence of cold easterly winds the weather had become more favorable, promising a fair return to the farmer for his outlay and labor.

The Revenue for the half year, ending June 30, shews a large increase.

Governor LeMarchand was on the eve of taking his departure from the Island.

The St. John's folk are looking hopeful-

ly to the realization of a project on foot by which St. John's will be made an intermediate port of call for steam vessels plying between the coast of Ireland and the United States.—*Halifax Sun.*

Novascotia.

We are happy to learn that the Revenue of this Province, for the half year just ended, shews a considerable increase on the receipts of the same period last year.

Our Digby Correspondent informs us that there was a fine catch of the Herrings, for which that locality is so famous, at Hillsboro', a few days ago.

The crops are represented as most promising, and the country never more prosperous.—*Halifax Sun.*

Disasters.—Captain LeBlanc, of the schr Matilda, of Arichat, arrived on Tuesday; reports that on passing through the straits of Canso on Monday morning last, he saw an American schooner of about forty tons capsized in a heavy gale or squall. He was unable to offer them any assistance at the time. Saw ten men clinging to the sides of the schooner as she lay on her beam ends, and several boats in the vicinity that would undoubtedly save all their lives. Captain LeBlanc came to the same day under Cape George, when he was informed that another American vessel had been capsized in the same gale that morning to the east of Pomket island.

Out of a population of 20,000, none are really distressed, and this little town with its 900 inhabitants, have been without one pauper for the last two years.—*Pictou Chronicle.*

The Steamer St. George, Cousins, master, arrived here on Tuesday morning from St. Johns, N. F. L., via Sydney, Cape Breton. This vessel belongs to the old school, and altho' she may have been a crack craft in her day and generation, she cuts but a sorry figure compared with the steamers of a more recent date. But so dissatisfied are the Newfoundlanders with the Mail contractor for having placed sailing vessels on the route, that notwithstanding the St. George is a slow coach and by no means eligible as packet, the Legislature of the Island have appropriated the sum of £50 per month towards the support of a steamer, until Mr Cunard shall have an efficient steam packet once more on the line between Halifax and St. Johns.

Murder, Confession and Arrest.—On Wednesday evening, a private of the Royal Regiment, now in garrison here, about to return to England, appeared at the police office, and voluntarily confessed to have murdered a young woman, about eight years ago at Norwich, England. The man's name we understand is Thompson, a native of Dumfriesshire, Scotland. The victim of this felony was, it seems, a young woman, with whom he had been on terms of intimacy; and the crime was perpetrated in the evening, in a lonely place, by drowning her in a canal.

The crime had so preyed upon the offender's mind that he at length determined to give himself up to justice, and allow the law to take its course. He was committed, we understand, and will probably be sent to the scene of the offence, to await his trial. We have learned that this man has for a good while exhibited symptoms of deep dejection and sadness. Such are the effects of guilt, and such the results occasionally of its uncontrollable knowings.—*Halifax Recorder.*

European News.

STEAM COMMUNICATION WITH AMERICA.

The Commissioners to whom was referred the consideration of the claims of Ireland to have one of her western ports selected as the point of departure for Transatlantic packet steamers, have made an elaborate report, which concludes as follows:—"It will be seen by what we have already stated, and from the appendix attached to this report, that in the protracted and detailed inquiry that has devolved upon us, we have listened to all the arguments and facts that have been urged upon our attention, and have sought out such officers in Her Majesty's service as have had personal acquaintance with the western and southern coasts of Ireland. We have asked opinions from officers of the coast guard, and persons connected with the merchant service; we have applied to municipal bodies, to local committees, and to individuals who have taken a prominent part in this question. We have found a desire for the transference of the packet station strongly entertained by many persons connected with Ireland, founded on the hope that it would produce incidental benefit to the neighborhood of the port selected, and to those parts of Ireland which must be traversed to reach it. To this desire we have paid great deference, and have considered the subject with an anxious wish to arrive at a conclusion which would promote the commercial and general prosperity of Ireland. But, on a careful review of the arguments that have been advanced, we do not consider them sufficient to justify us in recommending such a change. Some of those arguments are of a speculative character, depending upon improvements which have not yet been effected, and which cannot be anticipated with any certainty. The principal remaining grounds upon which the measure is advocated are, the benefits which Ireland would derive from

being made the medium of intercourse between Great Britain and America, and the saving of time and reduction of sea voyage which the United Kingdom generally would obtain in the communication with that country. We have shown, however, that the gain of time which could be calculated upon, would not, even under present circumstances, as regards the greater part of the United Kingdom, be considerable, if compared with the whole length of the voyage, and that it will be of still less importance if the mail packets are required to touch at Holyhead. On the other hand there is reason to believe that the frequent transfers to which both passengers and goods would be subjected in the transit between any place in England and Scotland and a port of the west coast of Ireland would prevent any large amount of traffic between those countries and North America being conducted by the new route. We find no reason to conclude that the local particular advantages resulting from the proposed measure would be so great, or the saving of time so important, as to counterbalance the large additional expense which would be entailed upon the Imperial Revenue, and the evils and inconveniences which would be inflicted on the great body of the mercantile and travelling portion of the community by removing the packets from the place where they were originally established, as being the focus of the commercial transactions of the United Kingdom with the North American continent.

"We have, &c., &c.
Granville. J. F. Burgoyne.
W. Cowper. S. Elleby.
J. A. Gordon."

The Politician.

THE COLONIAL PRESS.

From the Quebec Chronicle, July 10.
THE RAILROADS.

The newspapers of Montreal—the Pilot and the Witness only excepted—are strongly opposed to the Halifax and Quebec Railway. Every imaginable difficulty has been started—argument and ridicule have been used with a view of throwing cold water on the scheme. Nevertheless, the prospect of its being speedily undertaken is rather brightening than otherwise. The opposition of the press of our sister city, however, to this great provincial undertaking need not, nor does not surprise any one, the Montrealers having embarked their means in another stupendous work—the Portland road—which, whatever obstacles may have risen since in the way of ultimate success, certainly looked promising enough at first. They fancy, erroneously, it seems to us, their interests are yet altogether bound up in that road, and that the completion of the European and North American road would compensate them for the losses which they must temporarily sustain by the earlier completion of Ogdensburgh, the Rouse's Point and other roads, one of which is already drawing off much of the business which before its completion found its way to Montreal.—There was a time, indeed, when we too saw many advantages to the province likely to arise from the early completion of the Portland, European and North American lines of road. After Lord Grey had positively stated that neither aid nor encouragement could be given by the Imperial Government to the Halifax line, it appeared to us that some considerable benefit would accrue to the province from a line through Nova Scotia, New Brunswick, and Maine to Canada; and we hastened to avail ourselves of the benefits which such line would afford for rapid communication to the sea board during all seasons of the year by undertaking the construction of a branch or connecting line to Richmond.

But circumstances alter cases—and the case is different now. The European and North American and Portland lines of road were only acceptable as a make shift for a line which, at the time, we could neither make ourselves nor induce the British Government to make. It was conditionally accepted: it was a second best project which we were bound to accept until the best could be obtained. That best, the most national, and the most acceptable road, however, can now be obtained on certain conditions, which are not stringent, and it is our duty to consider whether we shall or not interest ourselves most in that line which is wholly for the advantage of Nova Scotia, New Brunswick, and Canada, or be content with that road, the advantages of which must be shared considerably to our disadvantage, by the people of the United States? The most patriotic course is obvious, and the most advantageous policy, for us to pursue, sufficiently distinct. All the benefits in the way of speedy communication and rapid transit of mails, the one line offers is offered in a greater degree by the other, with these benefits in addition—the expenditure of Seven Millions of Pounds of British Capital in the Provinces, and the opening up as Mr Howe expresses it, the extent and resources of the country for observation.—The Portland road is indeed less likely to pay than the Halifax and Quebec whichever route it takes. The shortest route we reckon to be the best. We have no sympathy with those who are ever entreating "military considerations." It will have more direct competition. New lines are being made in every direction to approach Montreal and carry off from both her and us the business of the Far West. It was the full perception of this, we firmly believe that induced Earl Grey to make so liberal an offer as the 3½ per cent guarantee. The only policy for the