

WEDNESDAY'S MAIL.

CANADA.

The Railway Trunk Lines Good News.—The Montreal Herald is arousing itself to a sense of the injustice about to be perpetrated by a Bill to incorporate Messrs Jackson & Co., as the Grand Trunk Railway Company. We advised the Herald some time ago that the obstructiveness of Messrs. Halton & Galt would be overcome in this way, and it would have been well had the Herald made the discovery that Canada is in such a position that it becomes a question of submitting to 'Mr Jackson's exactions' or doing without the road so that he might have gone at once for the road, as the Montreal Gazette, we are glad to find, now goes, considering that Mr Jackson does not alter all exact very much, certainly not more than we can pay. The Gazette with a spirit of fairness says:—

'In making our remarks upon this undertaking, and the party ostensibly put forward to manage it, the only point we considered to be involved, was the amount of money for which this country was made liable. It was and is a matter of complete indifference to us, whether Mr Jackson's Company undertake its construction, or any other Company. We all have heard of the respectability of the great firm with which Mr Jackson's name is associated, and the world is willing to testify to its responsibility.—We acknowledge also the advantage of the introduction of foreign capital of building the works which we are desirous of commencing although we see no necessity, for that manworship of which the American continent is so fond, and which Canada as a portion of it lacks nothing in tendering.

'Since our previous articles were penned, we have much pleasure in learning from Quebec, that the offers made by Mr Jackson are such as to change the features of the negotiation altogether from what it previously shewed. It is now understood that if the Government become responsible for £3,500 sterling per mile, the English contractors will furnish all the rest of the money wanted to complete and equip the road.—This sum is objected to as too large, and £3,500 sterling [the amount named in Mr Holton's last letter,] is mentioned as the sum, which will ultimately be agreed to. If this be the case, we consider the bargain an advantageous one to the country, provided sufficient care is taken, as we trust there will be, to see the work properly done.'

The bargain is indeed an advantageous one for this province and not for this province alone but for New Brunswick. From that province we have the most gratifying information telegraphically communicated to us by a gentleman of this city now in St. John. The Government railway company of New Brunswick have completed arrangements with Mr Jackson to construct the European and North American road from the State of Maine to the Nova Scotian boundary. Nova Scotia has promised to continue the Main Trunk Line to Halifax and the Government of that province are negotiating for a similar advantageous arrangement to that which New Brunswick has effected with every prospect of success. The Main trunk to Quebec is so far secure from Halifax to Miramichi, and it is to be constructed on the principle of the Main Trunk of Canada. Such is the substance of our important despatch, which must stir Canada up to bring her railways to River du Loup with all imaginable speed, the more especially as the new commercial policy of the province will slightly interfere with importations and exportations over United States lines from Canada.—*Quebec Gazette.*

We find in the Toronto Globe a long and interesting account of the Great Provincial Exhibition which had just closed. In some departments the Globe says it had been exceeded on former occasions, but taken altogether it had been decidedly superior. As regards the number of visitors it was altogether unexampled in Canada. The influx of strangers was enormous. On one day 18,000 single tickets were sold at the gates and it is supposed that 30,000 persons must have been assembled on the grounds.

The Provincial Fair at Toronto.—*The Breakfast.*—*Speeches in the evening on Agriculture.*—We are in the middle of our great Provincial Agricultural Exhibition, this being the morning of the third day. The Fair opened on Tuesday last, but owing to the rain on that day and on the two previous days, exhibitors did not arrive as promptly as was anticipated. The consequence was, that many entries had to be made on Wednesday, whereas it was the intention of the Committee to receive no entries after Tuesday evening. This exhibition, we are led to believe, will far surpass all its predecessors in stock, agricultural implements, mechanics' machinery, and productions generally. Since Monday morning, the people have poured in from every part of the Province—and still they come. To-day, it is expected that there will be thirty thousand strangers here. Every hotel, tavern and private boarding house, is filled—the streets, both with carriages and people on foot, are almost impassable. The Hon. Col. Bruce and the Hon. Mr. Cameron, arrived on Tuesday morning. It was expected that several of the members of Parliament would have come up, but it is presumed that their Parliamentary duties would not admit of their doing so. The grounds are very conveniently situated, and the arrangements of the Committee are in every way satisfactory. The Corporation appropriated about one thousand pounds to assist the local Committee in making their arrangements.

A breakfast was given by the Association to the directors, the judges, the representatives of the local societies, and to the Press. About one hundred sat down to a good substantial fare, provided by Mr Beard, yesterday morning at the Bowling Green, under a spacious tent, decorated with evergreens. T. C. Street, Esq., the President, Col. Bruce, the Bureau of Agriculture, the Hon. Adam Ferguson, F. Widder, Esq., Hugh Scobie, and the most of our distinguished agriculturists manufacturers were present. Last evening a meeting was held in the St. Lawrence Hall. T. C. Street occupied the chair. Professor Buckland addressed the audience, and entered into the importance and necessity of studying the theory as well as the practice of agricultural science. He also informed the people how he intended to work out his duties as Professor of Agriculture in the University, and insisted on the sons of farmers taking advantage of the benefits of a course of lectures in the University.—Hon. Adam Ferguson, and the Superintendent of Education, also addressed the people. The meeting was large and enthusiastic, and the President intimated that the Hon. M. Cameron would address a meeting to night in the same place. The grounds selected for the Exhibition contain about seventeen acres. In the centre of the grounds stands the Floral Hall—the most attractive and magnificent department in the whole exhibition. The description of the articles exhibited, and all other matters, I shall reserve for my next letter. The Ocean Wave arrived here last night, having one thousand passengers on board for this city. The Regatta comes off to-morrow and next day, and the races commence to-day.—*Quebec Gazette.*

NEW BRUNSWICK.

Mr Jackson, Mr Poor and other gentlemen connected with railway affairs left St. John, on yesterday morning by the Admiral.—The Railway Artillery Brigade of No. 5 Company fired from Reed's Point, what they call a Railway salute—20 guns. Three hearty cheers were given by the crowd as the steamer got under weigh.

Something New under the Sun.—By Telegraph, last evening we received directions to advertise a sale of Wines, Fruits &c., the cargo of the Plato, which will take place in Halifax, to day, at noon. No doubt large purchases will be made, on account of St. John merchants, by Telegraph also. Surely there is something new under the Sun.

It is said that the Railway Terminus and Station will be built on the Flats of Courtenay Bay.—*St. John Freeman.*

Lieut. G. Watson of the British Navy has prepared a mixture of India Rubber and Sawdust, as a lining for the interior of war vessels. He says that from its elasticity it will immediately collapse when penetrated by a ball, will keep a vessel afloat though riddled with shot, deaden concussion, and prevent the loss of life by splinters.—*Morning Times.*

NOVA SCOTIA.

Steamer Niagara, Leech Commander, just arrived from Boston, having been detained some hours on the route by head winds.—She brought 58 passengers, 34 for Halifax, and among the number General Gore, Lady and family.—*Halifax Sun.*

FRIDAY'S MAIL.

UNITED STATES.

Mackerel.—The fishing season for mackerel is fast drawing to a close, and there are but a few weeks left before the vessels will be hauled up. The returns of Mackerel this year at this port fall short full one half of what the receipts were at this time last year. This is owing mainly to the trouble at the Bay of St. Lawrence, the vessels being obliged to keep farther from the shore than they hitherto have done, for fear the officers of the cutters would say they were within the limits and seize them. Not being allowed to fish in the Bay Chaleur is another cause, as our vessels in years past have sometimes obtained full fares there, and would have done so this year, could they have fished in that bay, as it was full of mackerel. Last year, at this time, many of the vessels had returned from their second trips, but now there are many who have not returned from their first, and there will be few who will make more than two.

The prospect for the remainder of the season is not very favourable; and if those vessels now at the Bay return with more than half a fare, they will do better than is now anticipated. The fish at this season tend mostly in shore, and at the best fishing grounds there are two or three cutters who will keep the Americans off, and they will therefore not be able to do much.

The quality of the mackerel this season has been different than for a few years past. Those brought from the Bay have been very large and handsome, and command high prices, while those taken off our coast have been smaller and not of so good quality. Sales have been made this week of several trips of Bay mackerel at the following rates: No. 1's \$12; 2's \$10; 3's \$6 3-4. Shore mackerel have brought \$9 5-8, \$7 5-8, and 5 1-2 for the three Nos.—*Gloucester Telegraph.*

The Weather in New York.—The N. Y. Times thus discourses of the fine weather in that city.

Where is the equinoctial storm? Is it already passed, and have we in reality launched into the broad, bright sea of autumn? Is this the soft forerunner of the Indian Summer that thrills so warm in the air, making each

breath a stimulant?—as if a gigantic bottle of champagne had been opened by some good natured Ganymede, and were showering its sparkling blessings down into our hearts.—Never saw we such beautiful weather. The days are as warm and cordial as friendship—the nights as mysterious and palpitating as love. It is a joy to live—to breathe this golden glowing atmosphere—to feel that one is even an insignificant atom in so magnificent a creation. The very noises of the street take on a subdued tone of unconscious harmony—there is a melody in the cry of the news boy, as they offer the latest news to a population too busy to buy. Even the song of the twelve-sheets-of-writing-paper-for-four-cents man has a strange tinge of melody, and almost persuades you to expend a reasonable sum for his wares and write a letter to some loved one. Memory and hope contending in the air for the empire of the imagination, shed their downy plumage upon the soul. The orbed globe seems passing through a stratum of finer and serener ether and the Zodiac exhausts its rarest influence upon the passing hour. Autumn is the poetry of the year—it embalms the past and gilds the future.

Survey of the China and Japan Seas.—It has been announced that the U. S. sloop of war Vincennes, lately returned to New York from three years' cruise in the Pacific, is to be the flag ship of the squadron which is to be employed in prosecuting surveys in the Chinese Seas, under the appropriation of \$125,000 voted at the late session of Congress.—Two other vessels of light draught, adapted to the service, are to be purchased for the purpose. The National Intelligencer of the 25th says:

We learn with pleasure that Commander Cadwalader Ringgold, U. S. Navy, has been appointed to the command of the Japan and China seas, Behring Straits and the route to and from California and China and which is in actual course of organization and equipment, under the auspices of the energetic Secretary of the Navy, Mr Kennedy. Commander Ringgold took a very active part in command of one of the vessels of the expedition under charge of Commander Wilkes; and with substantial vessels and good outfits, and the support of young and adventurous officers, many important results to commerce and our country generally may be expected from the measures so recently adopted by Congress. Orders have been issued for the immediate equipment and adaptation for the service of the U. S. ship Vincennes, at New York.

CALIFORNIA.

The steamer Falcon arrived at New Orleans on the 30th Sept., bringing dates to the 1st.

The Ohio left Aspinwall for New York on the 21st, with 300 passengers and \$2,000,000, in gold.

The new steamer Cortez arrived at Panama, from New York, after a rapid passage of 63 days running time, the shortest on record.

The health on the Isthmus was generally good.

The election for President of New Grenada passed off peaceably, and resulted in the election of General Orvando. Considerable excitement prevails in Panama on account of the discovery of gold on the isthmus.—Many inhabitants have left their homes for the diggings.

The telegraph project across the Isthmus is progressing favourably. The Railroad is expected to be completed to Panama about April next.

The news from California is interesting. Very few murders, or other outrages, have happened since the sailing of the last steamer, but, as a general thing, the state of affairs is encouraging.

Serious disturbances had broken out at Contia Costa, which the authorities had taken prompt measures to quell. A difficulty has occurred between Major Savage and Captain Harvey, and the former killed.—Overland emigrants continue to arrive in large numbers.

New and valuable gold discoveries have been made on the east range of Sierra Nevada.

CANADA.

Railway in Canada.—We learn from the Quebec papers that a Bill has been introduced into the Canadian Legislature for the incorporation of the Grand Trunk Railway of Canada, which will connect Montreal and Toronto. The Government have come to this determination in consequence of Messrs. Holton, Galt & Co., the managers of the company organized for this purpose, refusing to agree to the terms proposed by Mr Jackson. The result is, that the Government have taken the matter into their own hands, and with the assistance of Mr Jackson, will construct the road on their own responsibility. The Toronto Patriot says:—

It is gratifying to learn, that Messrs. Jackson, Peto, Brassey & Betts, have proposed arrangements for the Great Trunk Line, upon terms beneficial to the Province, and which, it is to be hoped, will also prove advantageous to themselves.

We understand that Messrs. Holton, Galt, & Co. still hold out, and that in consequence of their pertinacity, the Government will be compelled to introduce a new bill, for a Trunk Line from this city to Montreal. This measure will shortly become law, and under it, Messrs. Jackson & Co. will construct the road. The main conditions are, we learn, as follows:—

Entire cost, £7000 sterling per mile. One half, or £3500 per mile, to be advanced by the

Government, the other half by Messrs. Jackson & Co.

Government to regulate the Tariff of charges and to appoint the majority of the Board of Directors.

The Patriot thinks that £7000 is not an immoderate charge, especially as one half of the total cost is borne at the sole risk and responsibility of the contractors.

With respect to the mode of payment, the Patriot thinks it is more advantageous to the Province than any other yet suggested—even superior to the Imperial guarantee of 3 per cent., which upon the entire sum, would have been exactly equally in amount to 6 per cent. upon the one half, as now proposed; while the Provincial Finances are relieved from the burden of responsibility with which so large a debt would encumber them. Again, should the road prove a paying, or profitable one, as its projectors anticipate it will, the Province will absolutely lose not one shilling; while, should the worst be realized, the Province will absolutely lose not one shilling; while, without, in any event paying more than £3500 per mile for it. Furthermore, one half of the full amount of the stock being taken by Messrs. Jackson & Co., will be a direct and positive inducement to them, too strong to be resisted, to have the work constructed as quickly as possible, and in the best, the most substantial and the most approved manner.

The Patriot thus concludes:—

The amount of capital that will be introduced into the country, consequent upon this affair—the impetus it will give to all business transactions in the Province—the abundance of money it will diffuse through all classes of the people—the utter destruction it will give to the old truck system of dealing—the cash market it will open for labor and for all the productions of labor, in every part of the Province—the life, the spirit and energy it will infuse into the people—the multitudes of British capitalists it will induce to visit our country—the unity in which it will knit the most distant parts of the Province—the character it will give to all our securities—the rise it will give to all descriptions of property—and the ten thousand and one unenumerated advantages it will bring with it, no present ken can dive into our predict.—*St. John New Brunswicker.*

The New Telegraph Line from Quebec to Hamilton and Detroit.—Messrs. Snow and Morton are in town, on business in reference to the new Telegraph Line, from Quebec west. We are pleased to learn that the business men of the city are desirous to extend the necessary aid needed, as far as Quebec is concerned. Two through wires are better than one; they will be a check on each other against extortion, and produce an ambition to serve the public. The following are the wires now being constructed in Canada by Messrs. Snow and Dwight. All are under contract to be in operation by April, 1853:—

| TRUNK LINE. | MILES. |
|-----------------------------------|--------|
| Port Sarnia to Hamilton, | 142 |
| Hamilton to Toronto, | 48 |
| Toronto to Kingston, by Picton, | 210 |
| Kingston to Montreal, | 190 |
| Montreal to Quebec, | 200 |
| TRIBUTARIES TO TRUNK LINE. | |
| On the Ottawa, | 150 |
| Coburg to Peterburgh, | 30 |
| Toronto to Barrie and Lake Huron, | 95 |
| Toronto to Guelph and Goderich, | 130 |
| Hamilton to Buffalo, | 70 |
| Brantford and Buffalo Railroad, | 72 |
| Brantford to Simcoe and Dover, | 33 |
| Port Dover to Port Burwell, | 45 |
| Port Burwell to Ingersoll, | 35 |
| Port Stanley to London, | 27 |
| London to Windsor, | 120 |
| Dundas to Galt, | 20 |

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—*Quebec Gazette.*

NEW BRUNSWICK.

A despatch received at the News Room yesterday, announces the arrival at New York of the steamer Atlantic, with Liverpool dates to the 22d ult. She brought intelligence of the death of the Rev. Doctor James Somerville, late Professor in King's College, Fredericton, who expired in Scotland on the 10th ult.—*New Brunswicker.*

Horrid suicide.—Yesterday morning a man by the name of Pendleton committed suicide by cutting his throat from ear to ear. He was a lodger in the house of a person named Scott, in St. James' Street, had been drinking for some days to excess, and was probably attacked with delirium tremens. Before going to bed, he was observed to be talking very incoherently; he arose in the night and cut his throat, after which he jumped out of the window and ran to the water and threw himself in, where he was found by the Police. He was taken to the watch house with the blood streaming from his throat, and although his wound was dressed he did not long survive the act of desperation.—*Morning News.*

The Great Exhibition.—Yesterday large numbers of our inhabitants left for Fredericton in the steamers Union, John Warring, and Anna Augusta, in order to be present at the Provincial Exhibition which opens at that place to-day. The Brunswick, Portland Fire Company, and the Wellington, No. 1, of this City, were among the number. Our artisans and mechanics will make a good display at this Exhibition, a large quantity of elaborate and well-executed articles having been forwarded to Head Quarters, the most deserving of which we shall notice hereafter.

A despatch from Fredericton says that all the houses are crowded with visitors, and we fear that some difficulty will be experienced