The hero's fame had become a spell in the west; it was seen that he rivalled Rupert in rapid and brilliant execution, and excelled him in the caution and sagacity of his plans. He took Taunton—a place so important at that juncture, as standing on and controlling the great western highway—in July 1644, within a week of Cromwell's defeat of Rupert at Marston Moor. All the vigour of the Royalists was brought to bear on the captured town; Blake's defence of which is justly characterised as abounding with deeds of individual heroism—exhibiting in its master mind a rare combination of civil and military genius. The spectacle of an unwalled town, in an inland district, with no single advantage of site, surrounded by powerful castles and garrisons, and invested by an enemy brave, watchful, numerous, and well provided with artillery, successfully resisting storm, strait, and blockade for several months, thus paralysing the king's power, and affording Cromwell time to remodel the army, naturally arrested the attention of military writers at that time; and French authors at this class bestowed on Taunton the name of modern Saguntum. The rage of the Royalists at this prolonged resistance was extreme. Reckoning from the date when Blake first seized the town, to that of Goring's final retreat, the defence lasted exactly a year, and under circumstances of almost overwhelming difficulty to the besieged party, who, in addition to the fatigue of nightly watches, and the destruction of daily conflicts, suffered terrible scarcity of provisions. 'Not a day passed without a fire: sometimes eight or ten houses were burning at the same moment; and in the midst of all the fear, horror, and confusion incident to such disasters, Blake and his little garrison had to meet the storming parties of an enemy brave, exasperated, and ten times their own strength. But every inch of ground was gallantly defended. A broad belt of ruined cottages and gardens was gradually formed between the besiegers and the besieged; and on the heaps of broken walls and burnt rafters, the obstinate contest was renewed from day to day.' At last relief arrived from London; and Goring, in savage dudgeon, beat a retreat, notwithstanding the wild oath he had registered, either to reduce that haughty town, or to lay his bones in its trenches.

(To be continued)

EUROPE.

From English Papers to the 2nd October.

SUBMARINE TELEGRAPH BETWEEN THE NEW AND OLD WORLDS.

The practability of successfully laying down submarine insulated wire for the purpose of placing England, and in fact Europe, in telegraphic communication with America, is a question of very grave and serious consideration; and although we live in an age when the terms 'difficulties' and 'impossibilities,' are well nigh expunged from our engineering vocabularies, there do exist impediments in crossing the Atlantic, a distance of 3000 miles, certainly most formidable, if not of an entirely prohibitory character.

The only points of land or rock which could be made at all available for securing the wires are the 'three chimneys,' situated at about 30 deg. west longitude, and 'Jacquet Island,' 40 deg., from whence it would proceed to St. John's in Newfoundland, longitude about 55 deg., leaving long sea spaces of varying depths, encompassed with difficulties, the means to escape from which it is hard to surmise. In some parts of the Atlantic, the plumb line has been let out to a depth of five miles, without reaching soundings; in other portions the depth of the sea valleys varies from half a mile to two miles, and many of the more shallow spots consists of ridges of hard water-worn, sharp-pointed rocks, which, from the violent action of the sea, would inevitably abrade and sever, in a very short period, any kind of metallic rope however strongly manufactured, or externally protected. Vast masses of gigantic sea weeds, of unknown thickness, form the sea bed, extending over some thousands of square miles, in which the rope once imbedded, whether fractured or not, no power that could be placed on board a ship could ever again raise it.—With such facts before us, it appears necessary, if telegraphic communication is to be accomplished between the two countries, to look about us and see if there does not exist a route in which we may find a little more *terra firma*, and unaccompanied by such startling difficulties.

A plan has been suggested, and the route particularly surveyed, by two young engineers, Messrs. Harrison Brothers, which appears to solve the problem; and, in fact, nature has placed at our command land stations by which, we have no doubt, the highly desirable achievement may be successfully accomplished. They propose to start from the most nothern point of the main land of Scotland, proceed to Orkney, Shetland, and Faroe Islands, from the most northwesterly of these, cross to Iceland; from Cape North in Iceland, to the eastern coast of Greenland; thence across the peninsular to a point on Davis's Straits, near the Arctic circle, crossing the Straits to a point near Cape Walsingham. The next and last submarine line would be across Hudson's Straits into Upper Canada, the wires then traversing the land to Quebec, from whence it would command the whole extent of the great continent of America. By this arrangement the whole of the submarine line would, probably, not exceed 2500 miles; but being in detached portions, the longest of which, from the Faroe Islands to Iceland, would not much exceed 500 miles, the chances of practical success are greatly multiplied. In the whole of the route, too, the bed of the North Sea is singularly favourable to the project. At depths varying from 160 to 200 fathoms, it consists of stony, sandy, and shingly bottoms, undulating in hills and valleys, where, out of a course of any very extensive navigation, and in situations not generaly used for anchorage, the wires would lie secure, performing their rapid, silent, and mysterious vocation in safety. The length of the line overland would much exceed that by sea before reaching Quebec: bnt as no difficulties are involved in its construction, whether carried on posts or laid beneath the surface of the ground, the only consideration is the quantity of wire required, and consequently the expense to complete the connexion. The practicability and successful results of the submarine telegraph is now a great fact, exemplified in the working of the line between England and France; and if 21 miles can be accomplished, we see no reason why, with a favourable sea bed, and other advantageous circumstances, five hundred miles could not be successfully completed. The construction of such a line as we have here described, would, indeed lay the ground-work for encircling the earth with the means of instintaneous intelligence; proceeding westerly through the Russia-American possessions we come to Behring's Straits, crossing which by a submarine at the narrowest part, perhaps 250 miles near Prince of Wales Cape, we land on the coast of Russia in Asia, and crossing Siberia, establish an electric belt surrounding the globe, from which communications could with facility be made with every principal place in Europe, Asia, and America; and from the United States, by the Isthmus of Panama, the same results would follow with South America. We think enough has been said to show the practicability of the project, and as we understand the Danish Government are favourable to the scheme, and are willing to render every assistance, as far as the route crosses their territories, we have no doubt there is sufficient enterprise and scientific perseverance abroad to carry out the plan to a successful issue,

In reference to this subject a correspondent of the London Daily News says:—I find a proposal to make a line by the very circuitous and difficult route of Iceland, Greenland, &c., with a long stretch of ocean to be crossed by the telegraph. The difficulties of such a line are confessedly very great, almost insuperable. It struck me forcibly, why not prefer the eastern route altogether, *i. e.*, by northern Europe and Mid. Asia, across Behring's Straits, and so by California, &c., to Canada and the States? This line would be rather longer, perhaps, than the other. Yet the difference, for such a purpose, is but trifling, while the superiority in safety and facility of construction and preservation is obvious at first sight. Indeed, this, or something very near it, is actually given in the extract referred to as the return route from America to England. Why not then, limit the plan, if even seriously contemplated, to this so much more practicable direction? In this case the only ocean submarine trajecting required would be the crossing to Ostend, or any other near point on the Continent, with the comparatively short and easy one over Behring's Straits.

China.—The accounts from Hong Kong are to the 23rd July. The health of the troops continues favourable. The retirement of the Hon. A. R. Johnston is announced, and he proceeds to Europe by the present steamer. The rebellion seems to create more alarm, and the banditti have appeared in the northern province of Honan, which is a new feature. The Overland Friend of China gives a summary of the progress of the insurrection, from which we extract the following:—Defeated in every encounter—without money to carry on the contest—its prestige broken, and from within and from without altogether wanting in that affection and sympathy which alone form a substantial support to a throne—the days of the Tartar dynasty appear fast drawing to a close. A hard battle had taken place on the 19th of June. The rebels of Loking-shan, belonging to Khou-chow, had encamped on the top of a high mountain, by a dangerous pass. On that day Sue resolved on dislodging them; and, leading a body of four thousand men, proceeded directly to the rear of the mountain where the rebels were. But anticipating this movement, the insurgents had undermined the ground, dug pits. and thrown up various obstacles. The mines being sprung, fire arrows and stones were hurled down on the unfortunate army, and fully half of the whole body were killed or seriously wounded.

Balloon Navigation. The *Constitutionnel* has the following from Bagneres-de-Luchon, dated the 10th: Whilst the journals have been recording unsuccessful attempts to navigate with balloons, we have witnessed here a fact proving that the impossibility of navigating in the air is not absolute, and that with genius and perseverance we may arrive at the desired result. Yesterday the inhabitants of Luchon and the numerous visitors were invited to the Prado, on the banks of the Pique, to witness the experiment. The intrepid areonaut, who was to make it at the risk of his life, is a man of about 35 years of age, named Antonio Moles, and resides in the small town of Barbastro, in Aragon, not far from our frontier. In the meadow of the Prado was a platform, on which his apparatus was placed. It consisted of a balloon of an oval shape. inflated with hydrogen gas, of merely sufficient size to support his weight, and that of the articles he had with him, and at the same time to have an ascensional power. To the network of the balloon was suspended a small table, on which Moles lay on his belly, his back being also secured to the network. To each of his legs, between the knee and the instep, was attached a kind of umbrella, acting freely on their stick, and the silk of which was turned outwards, in each hand was a sort of hand screen of silk, opening with hinges, and expanding or contracting at will. A rope from the valve of the balloon was placed round his neck, and round his body was a belt containing sand, about six or seven pounds of shot as ballast. When the signal for letting go was made, the balloon rose gently to a height of about 200 yards. The aeronaut then began to make use of his means of impulsion. His legs were alternately crossed, and then put out at full length, the first motion closing, the second opening the umbrella, giving a *point d'appui* upon a large surface or compressed air, and causing the balloon to advance, whilst the arms were moving in the same direction. The atmosphere being at this time calm the aeronaut found no difficulty in directing himself in a direct line on the axis of the valley towards the north, and the speed appeared to increase progressively as the apparatus worked better. We saw him in a short time stop at the turning of the Cier du Luchon, and return towards us with the same rapidity; half an hour sufficed for him to perform a distance of 18 kilometres (about 11 miles) going and returning. When he found himself over our heads he performed the movement of turning, but rather slowly, as he wished to turn very short round; it would have been very easy for him to have made a long turn, by using his legs like a swimmer when he wishes to turn to the right or to the left. It was thus that he made the tour of the basin of Luchon in 18 minutes, passing over the villages of St. Mamet, Montauban, Jazet, Antignac, and Moustagon, and, returning to his starting point, he came to the ground slowly in the same meadow from whence he had risen. It is more easy to conceive than express the enthusiasm and excitement of the crowd of persons who had assembled. The aeronaut was conducted in triumph to his residence, and he has announced a second ascent for Sunday next. It is to be hoped that there will then be a little wind, in order to ascertain whether that will not prove an unsurmountable obstacle. Antonio Moles has assured us that he has the means of overcoming any difficulty of that sort as readily as the best vessel on the ocean.

Walmer Castle.—Walmer Castle, where the Duke of Wellington died, is just the sort of residence that would have been pointed out by an imaginative mind as appropriate to such an event. Placed behind the high shingly beach which the incessant action of the waves has formed on this part of the coast, and surrounded on the landward side by lofty trees, it does not arrest notice by any pretentious prominence, and the modern windows opened in the thick old walls look as if its warlike uses had been laid aside for the milder and more peaceful influences of the times in which we live. There are, however, some heavy guns upon the upper walls pointed toward the Downs, and below a battery of smaller pieces that seem to include foreign invasion among the contingencies to which we are still exposed. It was a place of strength built for rough work in stormy times. It has become a quiet sea-side residence within earshot of the surf as it breaks upon the beach, and within sight of those essentially English objects, the chalk cliffs of Dover, the Goodwin Sands, and the shipping in the Downs. This was no unsuitable place for the Duke of Wellington to die in—that man in whose eventful history the largest experiences of military and civil life are so marvellously united.

Editor's Department.

MIRAMICHI:

Chatham, Saturday, October 23, 1852.

THE RAILROAD.

The following important discussion took place in the Canadian Legislature on the 11th instant. The remarks of Mr Hincks are very significant. He points out clearly, the *route* of the *Main Trunk Railway, between Halifax and Quebec*, which must be built at no distant day.

Mr. Cauchon moved for a Committee of the whole, for the purpose of taking into consideration the following Resolution:

"That the Railroad from Halifax to Quebec, as forming part of the Grand Provincial Railroad, ought to be constructed in connection and simultaneously with that part of the same road which passes through the section of the country comprised between Quebec and Toronto."

Mr Hincks asked the hon. member to withdraw his motion. He stated that the Government were most anxious to promote the object the hon. member had in view. He had always looked upon that railroad as an important work for Canada. He complained that its merits had never been properly appreciated or understood in Upper Canada. The government had the subject under consideration. He believed the Provinces of Nova Scotia and New Brunswick were most anxious to co-operate with Canada in building that railway, and he believed that a plan could be adopted by which the Province would not run any risk or loss. He also stated that he believed assistance could be obtained from the Imperial Government.

Mr Cauchon only desired to have the assurance of the government aid. The idea was to introduce a bill and to ask for the guarantee of the Province, in the mean time for one half of the amount.

Mr Hincks said if a company were incorporated to make a Railway from Point Levi to Trois Pistoles and thence to Miramichi, and if New Brunswick would make a line to Miramichi, the government would probably build the line between Trois Pistoles and Miramichi, which was only 200 miles in length. He believed the Imperial Government would grant aid by a bonus, sufficient to secure the completion of the line. If this were so, the only non paying part of the line would be provided for by the Imperial government. This line must be made, however upon the route surveyed by Major Robinson. He thought there should be a joint address from Canada, Nova Scotia and New Brunswick, addressed to the Imperial Government. He had no doubt the scheme would be carried out, and that when that was done, steamers larger than were ever yet seen on the ocean would soon bring all the mails and passengers to a point on the continent from whence they would be carried through British America to their destination.

Mr Brown said all this showed the necessity of the explanation relative to this subject which he had been insisting on since the beginning of the session. There was the Inspector General saying that the Imperial Government would guarantee this road,—the very road which in London he declared Canada would never build, and which he had broken up.

Sir A. Macnab said this was the scheme that he had always contended for.

Mr Brown: if it were, it was not the Jackson scheme, which was now to cost the Province so much money more than was necessary.

Mr Hincks, it will not cost the province a copper.

Mr Brown: it was clear that this story about its costing nothing was all a delusion. If the road cost thrice what it ought to do, who was to pay for it? clearly the Province; and if 2d a mile were charged for passengers instead of 1d, upon whom would the cost fall? He wanted to have it explained how it was that the British offer was broken off so suddenly last year—why the Inspector General took on himself to decline it—and whether the same offer was still open?

Mr Hinchs would give the explanations at once. He then gave an account of the passing of the railway acts last year, and the subsequent proceedings at Halifax, which led to the change of the proposal line from the northern route to the one by the St. John's Valley. Lord Grey, he said, then after that determination wanted the former opinion in favour of Major Robinson's line and wrote a private letter to him (Mr Hincks) saying he was ready to adopt the St. John's Valley route, though he could not till after consultation with his colleagues say so in a despatch. Then he (Mr H.) went to England, and though his conduct there had been condemned, he could say that after mature deliberation he had not been able to conclude that he had done wrong He did not write the letter which he did write, and which had been so severely condemned, until he was perfectly certain that the government had made up their minds against the valley of the St. John's line. Now, finding there was no probability that that assent would be given to this line, which was the only one that the Provinces would agree to, and that the Imperial government made no proposition to get the provinces out of the difficulty, and thus to give the delegates a definite proposition to come back with, he found it was his duty not to return without provi-