

In this all important subject of education we have made a step in the right direction: our Legislature has for many years been liberal in its appropriations, for this great object; twenty years ago we appropriated more money for the support of schools, than was given for the same purpose in England; But still the bug-bear of taxation is the resort of quack politicians, but I confidently trust the time is near us when the wisdom of our law makers, will sweep it away. Let our Legislators be as intelligent and firm as they are, and have been liberal, and soon the light of knowledge will irradiate the darkest corner of our country.

A false impression has been fostered among us to the effect that talent and education are misapplied when they are employed in industrial pursuits. If a youth of superior parts or accomplishments, is discovered, it is at once suggested he must be a lawyer, a doctor, or a parson. Yet agriculture and the arts afford the finest field for the exercise of genius and of cultivated intelligence. Some of our best and finest intellects are now engaged in farming our soil or prosecuting our manufactures. We are amply sufficient to ourselves in mind as well as in material production. All we need is education. This we must have and our success is sure. Need I refer you to the illustrious and encouraging example of the noble fruits of genius, education and industry, in the story of Sir Joseph Paxton, and the poor gardener's boy—the plodding laborer, toiling with mind and arm, becoming the architect of the magnificent Palace of the world's Industry, receiving the plaudits of his country and of all countries; earning and receiving the first honors of his sovereign, and associated for all time with the most glorious and philanthropic enterprise of this glorious and philanthropic age.

Though I dare enter into no detail respecting the articles exhibited at this time, I must not omit to present the great aggregate—the Exhibition as a whole—as a most gratifying and conclusive evidence of the wisdom and success of the New Brunswick Society. I trust that the effect of the comparisons instituted between the produce of agriculture and manufacturing industry in the various sections of the Province will be to excite a healthy and general competition—an ambition to grow more and make better; which will advance every important Provincial interest. I trust it will be regarded as I regard it: a splendid evidence of the dignity of labor, and of what constitutes the real worth of a country. I trust it will at least, give the death-blow to that disparagement of the value and respectability of labor, which has heretofore been so general among us. Let our young men know and remember that the labor of a country supports its wealth and power. It lies at the foundation of the greatness of Great Britain—her army with all its victories, her unconquerable navy, her wide-spread commerce, her diffusive missions of civilization and Christianity—all under God rest upon the labor of those who toil in her fields and workshops. It is a noble ambition of patriotism, to take part in thus sustaining all that is good,—all that is essential to the promotion of public prosperity. Let our young men and our old men emulate this ambition and all will be well.

EUROPEAN NEWS.

The Earl of Derby was unanimously elected Chancellor of the University of Oxford on Tuesday last.

An extensive bed of sulphur has been opened in Egypt, between the village of Kench and the Red Sea, at the strait called Bahar el Sefingue, Upper Egypt. It is soon to be worked.

THE LATE STORM.—The northern papers are full of details of the ravages of the storm of the 2nd, that was particularly violent in the German Ocean. It is feared there has been great loss of life among the fishermen of the coasts: 20 boats are believed to have foundered to the north of Heligoland.

CONFLAGRATION AT SMYRNA.—A dreadful conflagration took place at Smyrna on the night of the 26th ult. It began at the entrance on the east, from the Jews' quarter, and in the course of six hours completely destroyed the whole of the gold workers' and clothes-makers', besides numerous coffee and eating houses, and other buildings. The number of magazines destroyed is between 5000 and 6000. Happily the conflagration did not extend to the European Bazaar. A great quantity of goods has been saved.

SIR E. BELCHER'S SEARCH FOR SIR JOHN FRANKLIN.—We have heard that intelligence has been received from the squadron commanded by Sir E. Belcher, and led by him up the Wellington Channel, to the effect that, from what they have discovered floating down the channel—remains of whales, bears, and other animal substances—the party have been led to the conclusion that

not only is there food for mankind in that direction, but that the floating portion of whales and bears form the relics of what have been actually consumed by human beings. Sir E. Belcher had by this time, most probably, explored the regions pronounced to be accessible by Captain Penny, but injudiciously abandoned, and thus confirmed the truth of Captain Penny's testimony. It is fearful to contemplate the consequences of a year's delay in following the track presumed to have been taken by Franklin, as, of course, hopes of effectual succour must be diminished by the year's postponement of that search which Penny so warmly suggested on the spot, and which he so nobly volunteered to undertake on his return to England last autumn.

ARRIVAL OF THE PRINCE ALBERT FROM THE ARCTIC REGIONS.—This vessel, which was fitted out and left Aberdeen about eighteen months ago, chiefly at the expense of Lady Franklin, returned on Thursday night, but without any intelligence of Sir John Franklin. The Prince Albert, however, communicated with the North Star at Beechly Island, and brings the gratifying intelligence that Wellington Channel is this year clear, and that one of the steamers and one of the sailing vessels had proceeded up to explore the region of Captain Penny's alleged discoveries. This much vexed point will therefore now be definitely cleared up; and should the statements of Captain Penny turn out to have been correct, he will be entitled to, and we doubt not, will receive that full meed of approbation which has been as yet withheld from him in well informed quarters. We shall wait with anxiety the result of an investigation undertaken under such favourable circumstances, not that we have any strong expectation that any traces of Franklin will be found, but it is most desirable that the doubts resting on Captain Penny's charts should either be justified or removed. The only other point of any consequence that Mr Kennedy seems to have ascertained is, that Brentfort Bay, immediately northward of Boothia, is not a land defined bay, as marked in the present charts, but an open channel, which, it is said, Mr Kennedy traced west, so far as the vicinity of the 100th degree of longitude.

JOINT-STOCK ENTERPRISE.—The total capital required by the various joint-stock companies including gold, railway, banking and mining undertakings, projected during the present year is estimated to amount to £30,000,000, independent of the usual supplies in the shape of calls and loans for established companies.

TERRIBLE FIRE.—A fearful conflagration broke out on the 2nd instant at the prosperous manufacturing town of Gratenenthal, at the south east side of the Thuringen forest, in the Meiningen territory. Upwards of 250 houses and factories have been destroyed, and only 20 houses, with the church, remain standing. More than 1000 persons are roofless, and have lost all they possessed. The calamity is said to have been the result of wilful incendiarism on the part of a skinner who was menaced with bankruptcy, and whose calmed body was found among the ruins of the house.

THE LATE CONSPIRACY IN PERSIA.—A letter from Constantinople gives fresh details of the attempted assassination of the Shah of Persia. There has existed in Persia for the last three or four years a religious sect, called Babis, who believe in the transmigration of souls, and who neither recognise the authority of the Koran, of Mahomet, nor of the 12 Imams. Their only authority is that of the twelfth Imam, Jahab-Zeman, of whom Bab, the chief of the sect, is only the representative. It is pretended that they profess a kind of communism, and even have a community of women. In consequence of their theory of the transmigration of souls, they think themselves immortal, and consequently set no value on life. The number of these Babis is estimated at 50,000. They have been in open revolt in the province of Mzanderan against the authority of the Shah of Persia, and have sustained a siege of several months. Eight Babis, who had been brought to Teheran, refused the pardon which the Shah offered to them if they would abandon their doctrines. All of them perished without making any concession. On the 15th August last, three of these Babis, resolved to avenge the death of their master, the famous Bab, who had already been the cause of several sanguinary actions in Persia, fell on the Shah at the moment when he was preparing to mount on horseback to go hunting. They fired two pistols at him point blank, but fortunately only wounded him very slightly. One of the assassins was immediately cut in pieces by the guards of the Shah, and the other two were thrown into prison to be tried. It is said that they have 300 accomplices, who have sworn to take the life of the Shah. This attempt has thrown the country into great consternation. Several individuals convicted as accomplices have already been

executed, but all the ramifications of the plot have not yet been discovered.

AMERICAN AND ENGLISH RAILWAYS.—The great economy in the construction of American lines induces us to ask whether they have engineers, contractors, and lawyers among them; and if they have, what sort of people they are. Are they anything like ours of the same professions? As to land, that of course they get cheaply. American landowners have the sense to see that railways are national objects, and benefit them individually, and therefore they encourage them by generally giving their land free of cost. Sharp as Americans are, their landowners have not yet arrived at the refinement of setting up imaginary grievances for the purpose of robbing and plundering great national works. At present that is a chalk behind them; they must come to the old and professedly more civilised country to learn that. Railways made for £3000 a mile, and the rails imported from England, contrast very curiously with our lines, which cost from 10 to 20, and even in some instances, above 80 times as much per mile, as for instance the Blackwall does. No wonder that £10 per mile per week will enable them to pay 10 per cent. dividend, while one of ours with £190 cannot exceed 1¼ per cent., and others much cheaper—as for instance, our London and North-western and Great Western, with respectively near £100 and near £70 per mile per week—can only pay 5½ and 4 per cent. This is an enigma whose solution lies in the cost of construction. We admit that the American railways are not constructed as ours are. They have more homely works and lighter rails, and the £3000 a mile railways are doubtless single lines. Still the small cost does not all lie here. Their railways, their stations, and works, are made for business, and not for show. America has no expensive engineers, no contractors, who can afford to give their partners a couple of hundred thousand pounds not to participate in a contract, and no lawyers receiving £20,000 or £30,000 a year out of the shareholders' profits for mere ordinary business. No; as observed, Americans have not reached that pitch of refinement yet, and hence they can get their 7, 8, and 10 to 20 per cent. dividend. We are now, however, beginning to open our eyes. Cheaper lines are projected and about to be constructed.

DREADFUL COLLIERY ACCIDENT.—An accident by which three men were killed has occurred at Dowlais. It appears that the deceased men were in the act of descending the shaft of the pit in which they were engaged when the 'bucket' struck against the side wall of the pit, and so severe were the injuries they received in consequence of this collision that all three expired in the course of the day.

CRYSTAL PALACE, 1853.—The Lords of the Treasury have issued instructions to the Commissioners of Customs to give every facility to the importation of the casts of sculpture and architecture which are expected very shortly to arrive from the various galleries of Europe for the decoration of the Crystal Palace, and for the illustration of the different periods and styles of art.

EXECUTIONS IN ITALY.—The *Risorgimento*, of Turin, of the 10th, says:—Letters from Romagna bring the melancholy news of the carrying into execution at Sinigaglia of the numerous and atrocious sentences resulting from the prosecutions of which we have spoken. Twenty four of these sentences were capital. There are besides about an equal number of condemnations to the galleys for periods of fifteen years at the least.

THE CHOLERA.—The physicians and assistants sent from Berlin to Posen and Silesia are returning, the cholera having abated in all the districts where it has prevailed. In some places it was, in proportion to the population, very fatal. In the district of Ortelsburg, near Conigsberg, in a population of 3200, there was 425 deaths from the 20th of August to the 30th of September. In Stettin isolated cases still occur. In Berlin there were from the 8th to the 8th inst. three new cases, five deaths eight cured.

FRIDAY'S MAIL.

NEW BRUNSWICK.

RAILROAD MATTERS.—The question has now become quite common—"when will the Railway be commenced?"—In answer we beg leave to state that nothing definite is settled upon as yet—not is it likely that active operations will be commenced, in the way of advertising for contractors, for certain portions of the work, materials, &c., until the Royal assent is obtained to the Bills. Of course there is no difficulty to be apprehended in this quarter; and it is very likely that we shall hear from Mr Jackson, upon that and other subjects, by the steamer that will arrive at Halifax next month. Mr Archibald is at present in

London. Of this our readers may rest assured, that the first sod will be turned up early in the Spring; that upwards of thirty vessels will arrive in this port by the 1st of May next, or thereabouts, with labourers, plants, working materials, such as cannot be furnished here; and that business upon the road will go on from that time forward in right good earnest. Mr Jackson and Mr Peto will both be in St. John next spring, at the turning up of the first sod. The latter gentleman is a Baptist by persuasion and a very religious man. It has always been the practice of the Company, of which he is one of the guiding stars, wherever they have undertaken contracts, to erect at their own expense, churches for different sects, all along the line, and to provide Clergymen, Physicians and Schoolmasters, for the instruction and benefit of their workmen. It has always been a custom with them to purchase lands enough on the line in certain localities, for the erection of dwellings for the superintendants, workmen and others in their employ. The precise routes are yet undetermined by the Engineers—not will they be fully known before the spring, as it will take some time yet to complete the survey.

WHO IS MR JACKSON?—Dod's Parliamentary Companion, published in 1852, thus answers the question—

"Jackson William, (Newcastle-under-Lyme)—Son of the late Peter Jackson, Esq. of Warrington, Lancashire, Surgeon.—Born at Warrington, 1805, married Elizabeth, daughter of Lieut. Hughes. Was formerly an African merchant, but retired in 1842. Was the projector of the improvements effected at Birkenhead and other local undertakings. Is a Director of the Chester and Holyhead, Royston and Hitchin, and Whitehaven Junction Railways. A Magistrate of the County of Chester. Patron of 1 living. A liberal; voted in favour of the Repeal of the Navigation Laws; favourable to the reduction of the duties on wine, tea, &c. First returned for Newcastle-under-Lyme, in 1847.—Reform; Manor House, Birkenhead; and Cloughton, Birkenhead.

UPS AND DOWNS.—The Halifax British American, states that there are upwards of 500 houses in that City tenanted—and then enumerates all the places of business offered "To Let." Would it not be well if our neighbours would put up the whole city and let it by Auction.—*St. John's Mornig News.*

BOUNDARY BETWEEN NEW-BRUNSWICK AND CANADA.—We learn with much pleasure that Major W. Robinson, Royal Engineers, has been appointed the Imperial Commissioner under the Act of Parliament for surveying and marking the boundary line between this Province and Canada, according to the award of the arbitrators.

Major Robinson is well known here, having been employed, with Colonel Estcourt, in surveying and establishing the boundary between this Province and Maine, and subsequently having charge of the exploratory survey of a line for the Halifax and Quebec Railway.

It is understood that Major Robinson, who is now in Newfoundland, will arrive here very shortly, and spend the winter at Fredericton, in order to have all things in readiness for the commencement of the survey early next spring, in conjunction with two Commissioners, one of whom will be appointed by the Executive of this Province, and the other by the Canadian Government.

A telegraph despatch from Washington says that the Hon. C. M. Conrad, Secretary of War, has been appointed acting Secretary of State, in consequence of the death of Mr Webster. The telegraph reports that the Department of State would be tendered to Mr Winthrop. It is more probable, however, that Mr Crittenden will be the successor of Mr Webster.

NOVA SCOTIA.

THE FISHERY BLOCKADE.—Our accounts from Port Hood last week, announced that the Devastation had upwards of 100 sails of fishing craft in that Harbour, bearing the British Flag, that she lay outside of them all with her guns shotted, portfires burning, and men at quarters ready to fire into any vessel that would attempt to escape. The cause of this proceeding on the part of Commander Campbell, appears to have been a suspicion (pretty well founded so far as we can learn), that a good many American fishermen had very suddenly been metamorphosed into colonial crafts, and that he considered it necessary to detain all indiscriminately until he could communicate with the Admiral and the colonial authorities, the papers of all of them being delivered up and taken on board the steamer. On Thursday night last the Atty. General, and Commander Seymour of the flag ship, arrived here, to proceed to Port Hood on board the Daring, with Mr John U. Ross, of Halifax who assumed the temporary command of her, in order to investigate the circumstan-