

'ere settlement! I have strong ideas of sloping forthwith.'
 'Keep right straight ahead.'
 'Well, I wish you a good day. Give my best respects to your dad, and tell him I hope he'll have better snake-weather next time he goes out. I'm off.'

The Politician.

THE BRITISH PRESS.

From the London Shipping and Mercantile Gazette.

THE PROPOSED DIRECT ROUTE TO AUSTRALIA.

Wonders, it is said, never cease, and therefore it was not to be expected they would be stagnant in those extraordinary times, when science, enterprise, and invention appear to stimulate every mind, and to rouse the energies of the most sluggish people. The discovery of Australia, was, in its day, a great event, but few then thought it was to become the important region it now is. When gold was first discovered in California, it was of course considered a great event for the United States of America; but no one then anticipated that a golden region, richer by far than California, was so soon to be found in one of our own Colonies. The discovery, however, has been made: Australia is that Colony, and its golden store is weekly coming to our shores in quantities which surpass the most sanguine anticipations that could have been formed of its natural wealth. Ship after ship sails for this distant possession with its living freight of human beings, to return, in a few months, stored with gold; and the greatest rivalry has long prevailed amongst enterprising shipowners and public companies to accomplish the voyage in the shortest time. It is really astonishing what has been done in this way; yet more remains to be done, and, if we are not very much mistaken, is about to be done forthwith. In fact, it is proposed to reach Australia in FIFTY-FIVE DAYS from England; such is the determination of the Australian Direct Steam Navigation Company via Panama, to which we have already referred; and, after giving the subject every consideration, we have not the least doubt that it will be accomplished. We are also glad to observe that the route chosen is not only the shortest, because it is the most direct, but it is also, for so long a journey, a very desirable one. It is very easily described, and most indisputably the most convenient as well as the shortest by which that distant Colony can be reached. It is divided into three portions; the first, by paddle-wheel steamers, from Milford Haven, or some other western port in the kingdom, to Aspinwall or Navy Bay, on the Atlantic side of the Isthmus of Panama, the transit across which, by railway, may be accomplished in two or three hours; when the passengers will be transhipped into steamers on the Pacific side of the Isthmus, which will go alternately to Sydney and Melbourne. It is impossible to conceive anything more direct than this route will be, as will be seen by the accompanying Chart, which, we think, will be found interesting to our readers. It is shown that the entire journey may be accomplished in 55 days. It is truly astonishing that Australia, which used to be a voyage of from 6 to 8 months, may shortly be reached in less than two months. Yet there can be no doubt that it is perfectly feasible by the plan proposed. It is true that, by the great advances we have lately made in the science of Navigation, the distance to and from Australia has been accomplished in a surprising short time, by our sailing vessels; and it is gratifying to find that, by the science and enterprise which have been lately applied to ocean communication we have been able to accomplish so much. We expect that, in a very short time the Colonists will think no more of taking a run home to England, for a few months, to transact their business, than British and American Merchants now do of passing between Liverpool and New York. By the proposed route the passage round the Cape of Good Hope or Cape Horn, so much dreaded by timid voyagers, and certainly not without reason, will be avoided, as well as the delay of stopping to coal two or three times on the passage. All that is required, to put the line into immediate operation, is the completion of the railroad across the Isthmus, which, the Company says, is nearly finished.

The following comments on the advantages of the project as it regards Wales, is from a Welsh contemporary:

From the Cambria, August 12.
 We are informed that, at a meeting of the Llanelly Chamber of Commerce, held on Wednesday evening last, J. P. Luckraft, Esq., R. M., in the chair, "the propriety of addressing the Australian Direct Steam Navigation Company from Milford Haven via Panama, in approval of their undertaking," was considered, and resolutions were passed unanimously, directing an address to be prepared and forwarded to the Board of Directors, expressive of the high opinion entertained by the Chamber of the project, from their selection of Milford Haven as a terminus, which stands unrivalled in its qualifications as a port for safety of access and anchorage, and proximity to steam coals and the best description of anthracite. Under all considerations, the opinion of the meeting appeared to be strongly indicative of the great probability of success which would attend the scheme, and the advantages that would follow its establishment. And impressed as we are with the vast and important results that must

arise to the mineral and landed interests of South Wales especially, we are almost unable to realize in idea the gigantic strides towards improvement and increased value this hitherto almost neglected corner of Great Britain must rapidly take.

We shall within a few years find Milford the great entrepot of the largest vessels afloat. One company are now building for Milford ships of 3,000 tons burden. The Australian Direct Steam Company intend to lay on their flotilla of ocean monsters. And how many more will follow in their wake time alone can say. The South Wales Railway, that is daily improving in its traffic and its receipts, will have its endless trains of goods and merchandise from all parts of the globe to the metropolis of the world. A Manchester and Milford Haven line—now on the carpet—will speedily give life and energy to the Vale of Tivy and the shores of Cardigan, and hurry from Milford the merchandise of the world to the vast and endless workshops and factories of Great Britain. South Wales, that has lain dormant so long, is shortly destined to wake up, and her coal fields and her minerals will, ere long, scarce contain the teeming population that industry and energy will set on to work them.

Rejoicing as we do at all times to observe enterprise and spirit in those especially of our own locality, we are proud of the onward step taken by Llanelly, as regards "The Australian Direct Steam Company." We consider the step is one in a right direction, and that it strongly deserves to be followed by every town in South Wales, and by none more than our own chief town of Glamorganshire. When the Railway has been fully opened to Milford Haven (which we learn is now being pushed on with unabated ardour), and when these monsters of the deep shall have reached that port for their cargoes and their coals, how great will the bustle and stir and activity exhibited in Swansea, Neath, Aberdare, Merthyr, Cardiff, Newport, and also in Loughor, Llanelly, and Pembrey. Then will the coal fields of Glamorganshire and Carmarthenshire move like things of life; and all arising from the opening of the South Wales Railway, and the establishment of two steam packet companies at Milford. The genius of Brunel, and the determination, foresight, and wealth properly directed, of C. R. M. Talbot, Esq., claim our highest thanks. These two men, we hesitate not to say, have done almost more for South Wales than all the men combined who ever preceded them. Ought we not, therefore, to support these gentlemen and their proposed schemes? Heartily do we wish success to the 'Australian Direct Steam Navigation Company.'

FRIDAY'S MAIL.

NEW BRUNSWICK.

THE POLICE OFFICE.—We learn that the receipts at the Police Office in this City for the four months ending the last of September, amounted to the large sum of £621 10s 6d. The following is the amount for each month, viz:—May, £149 18s 5d; June, £169 7s 6d; July, 169 15s; August, £134 9s 7d. The salary of the Police Magistrate and the Clerk, and all the wages of the Establishment for the same period, amounted to £335 13s 8d; so that only a sum of a little over £200 will be required to be paid by the citizens towards the maintenance of our present efficient Day and Night Police, during the above period. We have no desire to see how so much money can be raised at the Police Office, but many persons are no doubt ignorant of the large sums paid in the course of the year for violating Corporation Ordinances, thus leaving but a small amount to be assessed upon the tax-payers.—*New Brunswick.*

NOVA SCOTIA.

LORD ELGIN IN HALIFAX.—His Excellency the Governor General arrived at Halifax on Tuesday last, en route to England, and was conveyed to Government House, under a salute from Fort George. On the following day, a public meeting of the inhabitants was held at the Temperance Hall, when it was resolved to present his Excellency with an Address, and a Committee, consisting of the Attorney General, the Provincial Secretary, the Speakers and Members of the House of Assembly and Legislative Council, at present in town, and other public officers, was appointed to present the same to his Excellency. On the following day, the Committee presented the following Address:—
 To His Excellency the Right Honorable James Earl of Elgin and Kincardine, K. T., Governor General of British North America, and Captain General and Commander-in-Chief in and over the Provinces of Canada, Nova Scotia, New Brunswick, and the Island of Prince Edward, and Vice Admiral of the same, &c. &c. &c.
 We, Her Majesty's dutiful and loyal Subjects, the Inhabitants of the City and County of Halifax, gladly avail ourselves of your Excellency's visit to bid you a hearty welcome to the Capital of Nova Scotia, and to congratulate your Excellency upon the eminent success which has distinguished your Administration of the affairs of British North America.

For the Practical development of those enlightened and comprehensive views of Colonial Government, which tend to unite the Subject to the Sovereign, and which are now so well established and appreciated in the Agricultural and Maritime Provinces, their population are deeply indebted to your Excellency.

The interest manifested by your Excellency on their behalf, and the zeal evinced to elevate these Provinces to a position commensurate with their great natural resources

and capabilities, must ever command the respect and gratitude of the people of British America.

While we regret that your Excellency's sojourn among us will be so brief, we cannot allow you to depart without giving expression to our warmest wishes for the welfare of yourself, Lady Elgin and family, and to our earnest desire that you may experience a prosperous voyage across the Atlantic, and a happy reunion with old friends in your native land.

To the address His Lordship was pleased to give the following answer:

Gentlemen—I am truly sensible of the kindness with which you welcome me to the capital of Nova Scotia. It would have been a subject of much regret to me, if I had been prevented from visiting the Lower Provinces before my departure for England; and I accordingly resolved, although at some inconvenience to myself, as my time is limited, and the difficulties of the route were represented to be considerable, to travel by land on this occasion, from Quebec to Halifax. My journey has necessarily been a hurried one, and I have been able to see only a small portion of these fine Colonies. I trust, nevertheless, that the observation which I have made in my progress through them, and the opportunities of intercourse with the inhabitants, which I have enjoyed, may prove to be of service to me when questions affecting their interests come up for consideration.

Permit me, however, to remind you that I do not now visit Halifax for the first time. Upwards of six years ago, in the depth of winter, and after a stormy passage across the ocean, I found in your magnificent Port, a safe and commodious haven, the first refuge of the wayfaring man who traverses the broad Atlantic. Here, too, I met those first words of greeting and encouragement which nerved me for the discharge of the arduous duties which it had pleased our Gracious Sovereign to impose upon me.

The years which have elapsed since the period of that visit, have not, I would fain believe, been wholly unproductive of good to these Colonies. I have watched with deep interest the progress which the Lower Provinces have been making under the direction of the able men who have been charged by the Queen with the administration of their affairs. And as respects Canada, I may venture to affirm, that at no previous period in the history of that noble Province has it been as prosperous as it is now,—at none have its inhabitants appeared more thoroughly to appreciate the greatness of the future which lies before the people, which, participating in all the rights and honors of Englishmen, is destined, with yourselves, to exemplify on this Continent the peculiar advantages and characteristic traits of British Institutions and British manners—freedom without license—loyalty without abasement—the temperate use of prosperity—patient endurance of adversity—and, above all, that faithful devotion to duty, which, typified in the career of an illustrious fellow-subject, who lately passed from among us full of honor and years, has done more to exalt the British name than all the enterprise of our merchants, the wisdom of our statesmen, and the achievements of our heroes by land and by sea.—*New Brunswick.*

UNITED STATES.

GREAT DECREASE IN THE MORTALITY AT NEW ORLEANS.—New Orleans Sept. 1. The total interments for twenty four hours ending this morning, were 119; of which 103 were from yellow fever.

EXPLOSION OF GUNPOWDER AND LOSS OF LIFE.—Baltimore, August 31. A terrible explosion of gunpowder occurred on the wharf at Wheeling, on Monday. A keg fell from a derrick, became ignited and communicated to the derrick, exploding about 20 kegs. The drayman was instantly killed, and another man was seriously injured and blown into the river.

The wharf boat was completely demolished, and the steamers Oriou and Salem, were damaged. Thousands of dollars worth of windows were broken throughout the city. The powder belonged to a railroad contractor, who was removing it on board a steamboat.

CAIAIS, September 5.—A group of buildings between the Railroad and the Ferry Point Bridge, comprising several stores, dwelling houses and out-buildings, was burned yesterday morning. Loss six to seven thousand dollars; insured about one half.

Two drunken men caused the fire with pipes; both men were so badly burned that they died in a few hours afterwards. A large hotel close by was burned not long since in the same way.

The destruction of the Pearl Street House at New York on Tuesday night was complete. Mr Potter, the Landlord, loses \$20,000, not insured; the boarders lose \$50,000. The owner, William Chaney, is fully insured. Of the occupants of the basement stores Pond & Hitchcock lose \$15,000. An engineer named Tibbals fell from the roof of an adjoining five story store to the sidewalk and was killed.

At the time of the conflagration of the Pearl Street house, another fire broke out in the store of W. H. Lewis and Brothers, in Beaver street, shirt manufacturers. Damages \$15,000 to \$20,000.

A TERRIBLE BLOODY TRAGEDY.—The vicinity of Dayton was the field of as dark and dreadful a tragedy on Friday last as the annals of crime have afforded for years. An old widow woman and her son, a lad of some fourteen years, were found murdered in the woods, by the road side. The woman's name was Young; she owned a small mill and with her son was accustomed to attend the Dayton market with meal, which they conveyed with a cart and horse.

The horse came home without the woman and boy, and on searching along the

road their bodies were found horribly mutilated with a hatchet. Frank Dick, the son-in-law of the woman, was arrested on suspicion of having committed murder, and he afterwards confessed.—*Louisville Journal.*

PROVIDENCE, Sept. 1.—The Messenger of the Newport Bank was robbed of his packages containing, it said, from \$30,000 to \$50,000, on board the steamer Perry, this afternoon. He had laid down the bag containing the bills, and while his back was turned for a minute, another bag precisely similar, containing packages of newspapers cut to the size of Bank bills, was substituted. He did not discover the robbery until he delivered the bag at the Merchants' Bank.—*Boston Journal.*

CANADA.

BROCKVILLE, August 26.—The Brockville and Ottawa Railroad Company have closed with Sykes & Co., for the immediate construction of the road. The surveyors are now on the line and the terms of the Contract have been settled. Stock was subscribed to-day to over three hundred and fifty thousand pounds.

The exclusive right of the Colonists to their own waters, is acknowledged on all sides as unquestionable. The American cabinet itself no longer disputes that, to the extent of the three mile limit from shore; and instead of making ridiculous and useless claims, confines its astuteness now to the task of separating the fishery from the reciprocity question, in the hope of giving the Colonists "frogs for fish," in whatever commercial treaty may be made at Washington.

The chance however, grow every day smaller for such a result. The lower colonies, Nova Scotia in particular, will not consent to surrender their fisheries on any consideration. And wisely too; for they have only to hold on with resolution, and carefully guard their acknowledged rights, to secure a complete monopoly of the fishing trade—a trade which will be as exclusively and as profitably theirs, as the cotton trade is peculiar of the South, and Gold mining to Australia and California. The maritime colonies are already reviving under the partial protection they have enjoyed for two years past; and instead of an annual drain of their fishing population to the United States, where they have had the encouragement of heavy bounties their people are now coming back in great numbers to prosecute their business at home, and enrich their own country by their hardy labours. In proportion as the Colonial fishing grounds are more rigidly guarded this agreeably result will become more and more manifest.—*Niagara Mail.*

A BARONET IN THE HOUSE.—By the death of Sir James Stuart, Chief Justice of Lower Canada; his son, one of the members for Quebec, is now Sir George Okill Stuart. The House can now boast of having a Knight and Baronet within its walls. The late Chief Justice died without leaving a will. His property, therefore, under Mr Baldwin's Primagenture Bill will be divided among his children. This is an example of the wisdom of the law, for the present Baronet is independent.—*Kingston Herald.*

The Grand Trunk Telegraph Company have completed their line to within, sixty miles of Montreal from the west, and Montreal will be reached on the 10th of next month. The poles are being got out between Montreal and Quebec, and it is expected to reach Quebec in October, for business. Forty-four offices on the line are now in operation.—*Quebec Chronicle.*

THE CAMERONIANS.—We regret to learn that the bad blood, which this regiment has raised against themselves, is likely to break out into serious trouble, if it is not removed. On Saturday evening, the band, at the request of the Lessee, played in the Theatre, and the audience expressed their ill-will against them, so vociferously, that they were compelled to leave. After getting outside the Theatre, some of the people hissed the soldiers, and the officer foolishly ordered the men to seize one of the hissers. On this he was struck by a bystander, but nothing more happened. Had it not been for the excellent management of Mr. Bucland, and the great good feeling towards his company among the citizens, things might have been worse. The band will not be asked to attend again, so harmony will reign as usual.

On Sunday evening, three citizens were passing the Barracks, and one of them in properly called out "Ready—present." The guard turned out and took them prisoners,—without any legal authority,—and kept them until police were sent for. They were fined yesterday, rather an excessive fine, considering the trivial offences. Their friends have made up, or will make up the amount we are told. There was a great excitement in the Police office during the examination, and the Recorder was severely spoken of for his excessive fine.

On the same evening two of the men were beaten near Dalhousie Square. Two or three citizens were passing them, and made some remark about the 9th of June, when the soldiers replied that they only waited the chance of doing so again. One of both the soldiers were knocked down, but the parties made off.

Her Majesty's troops have always been popular in this city, but we much fear, that the present change of feeling will result in assault of a more serious character than the above.—*Montreal Gazette.*

The Gazette advises that the corpse be removed for fear of worse consequences. **MINISTERIAL CHANGES.**—It is rumoured that in consequence of Mr. Sicotte's failing in his arrangements attempted to be carried out prior to his installation into the Crown Lands Department, Mr. Provincial Secretary Morin will be removed to that department. He is not equal to the task of riding the ill-concluded bureau of its iniquities, and we would have preferred a man with

some business talent. His successor will, it is said, be Mr. Solicitor General Chauveau, who is as well fitted for that office as he was for the one he is leaving. Mr. Dnabat Ross will, according to the rumour, succeed him, without a seat in the house. Of this last charge, we highly approve, as he will give to the office its true character.

3. P. M.—The Lady Eglington, Captain Walter Paton, has just arrived. She had made the passage in thirteen days.

FREDERICTON MAIL.

We perceive by the Gazette, that the meeting of the Legislature is further postponed until the 11th October.

The Head Quarters contains a long account of the consecration of the Cathedral. The establishment of the Head Quarters has been sold, and will in future be published by Messrs. McGregor and Graham.

CANADA.

The new ministry is thus composed:—
 Representing Lower Canada:—
 Secretary of the Province—P. J. O. Chauveau.
 Receiver General—Dr. Tenché.
 Chief Commissioner of Public Works—Jenn Chabot.
 Chief Commissioner of Crown Lands—A. N. Morin.
 Attorney General (East)—L. T. Drummond.
 Representing Upper Canada:—
 Inspector General—F. Hincks.
 Attorney General (West)—John Ross.
 Post-Master General—Malcom Cameron.
 President of the Executive Council—John Rolph.
 Speaker of the Legislative Council—James Morris.

THE DINNER OF MR. R. STEPHENSON, M. P.—The Montreal Gazette of 22nd inst. has been received at the News Room in this city. The leading men of Montreal entertained the eminent Engineer at dinner on Friday, 9th. About 140 persons were present, including Messrs. Jackson, Betts, Hincks, Col. Bruce, &c.

THE GOLD DISTRICT.—The young gentleman with the carpet bag pickaxe, washpan, crowbar, shovel, and wheelbarrow has returned from the Chaudiere diggings reporting and sporting 9 oz of gold obtained by himself and assistants in four days, £36, in four days, obtained by a returned Californian! We should call that good. The Gold Company permit people to dig on the liberal condition of half the profits. People are, to tell only the plain truth, going to and coming from the diggings.

\$6000 worth of stores, dwellings houses, barns, &c., were destroyed by fire at Calais, Maine, on Monday.

THE CRYSTAL PALACE.—The Pope's contribution to the exhibition was unpacked last week, and was found to be unimpaired by the voyage. It is the same mosaic copy of Guercino's picture of St. John that was exhibited at the World's Fair in London, and is valued at more than £12,000 sterling. This precious work of art was executed in Rome.

Wanted Immediately.

FIFTY ABLE SEAMEN.—Enquire at Shipping Office, north end of Esplanade Williston's stone building in Chatham, Miramichi. September 7, 1853.

FOR SALE.

The Subscriber offers for sale, a Set of Standing Rigging, with Running Rigging complete, for a Vessel of 800 to 1000 tons; manufactured from the best Petersburg Hemp. Also, a Set of Second Hand Standing Rigging, nearly new, fitted suitable for a vessel of 400 tons. And 12 Second Hand ANCHORS, from 4 to 16 cwt. L. P. W. DESERISAY. Richibucto, 25th July, 1853.

NOTICE TO FARMERS, &c.

Persons having Hides, Skins, Tallow and Butter, or either of those articles to dispose of, will find a ready sale for them, (for Cash,) at the Chatham Auction Room. W. M. LETSON, Commission Agent and Chatham, Aug. 12, 1853. Auctioneer.

W. A. LETSON.

Agent for the Sale of Dr. CHRISTIE'S GALVANIC CURETIVES, has now received a new supply comprising GALVANIC FELTS, Do. BRAE ELET'S, Do. NECKLACES, And also the

Magnetic Fluid & Plaster.

all those afflicted with Rheumatism, and Nervous affections, are politely invited to call, and supply themselves with these invaluable Curetives. Chatham, August 18, 1853.

NOTICE.

All persons having any just claims, against the Estate of the late CHRISTOPHER WILSON, late of the Parish of Newmarket, Merchant, deceased, are requested to render the same, duly attested, to the Subscriber, within Three Months, and all persons indebted to the said estate are requested to make immediate payment to RICHARD HUTCHISON, Administrator. Douglston, 6th August, 1853.

NOTICE.

All persons indebted to the late Firm of FROST & BAIN, are requested to make payment without delay, and all persons having claims against the late Firm, are requested to render their Accounts for adjustment. HUGH BAIN, Surviving Partner. Chatham, August 18, 1853.

NOTICE.

I forbid all persons indebted to the Estate of the late CHRISTOPHER WILSON, of Douglston, Merchant and Shoemaker, recently deceased from making any payments to RICHARD HUTCHISON, or any other person, so long as I remain the next of kin in British America. WILLIAM SMITH.