

but unfortunately for the passengers they not only go ahead, but they go in other ways. In steaming along they frequently strike against a snag or sawyer, that is a tree floating with the roots downward; a hole is knocked in their bottoms, and they go to the bottom. They are propelled by high-pressure engines, which frequently explode, and then the boat, passengers, and all things on board, go into the air. So in taking a trip in them, you should make up your mind that before the voyage is terminated, you will have to contend with one of the three elements—fire, water and air.

A person who has travelled in Britain and in the United States, is forcibly struck with the disparagement which exists between the Railways in the old world and the new. In fact I may say—every thing is dissimilar. In the former country, the works are constructed to endure for ages—in the latter country—for the time being—no thought is taken for futurity. The cars are different—in the former they generally accommodate 8 or 10 persons, in the latter country 50 or 80. The speed in the former is seldom less than 40 miles an hour—in the latter seldom over 25. In the former—the motion is exceedingly slight, and you can read with great facility and comfort—in the latter the motion is very great—and reading in many cases is impossible. The motion on the rails between Portland and Boston, I could compare to nothing else than a baby jumper—up and down—up and down—with an occasional side motion by way of variety. The road from Boston to New York is very different, having but little of this unpleasant motion.

There are other differences—such as the stations—the travelling through towns and villages, so opposite in the United States from what you see in the old country, but I have not time to particularize. Nearly all the tracks are single. The next subject which claims our attention is ELECTRIC TELEGRAPHS. Their introduction is of a very recent date. The first line was put into operation in 1844. They are now in successful working, I believe, in nearly all portions of the civilized globe, and are daily extending. This extraordinary mode of communication is yet in its infancy, and there is every prospect that important improvements will be effected in the mode of transmitting communications. In illustration of this remark I will read a paragraph from a late English paper:

"We announced on Friday the facts which had been performed on the preceding day with the new submarine telegraph between the French and English coasts. On the same day the curiosity of passengers in Fleet street and the strand was attracted by the laying down of the wires between the City and Charing-cross. They are cased in gutta serena, like those of the submarine telegraph, and laid in zinc tubes beneath the outer edge of the pavement, from a half foot to a foot below the surface. At the telegraphic congress held lately at Vienna, it was agreed by the deputies from various lines, that the same alphabet should be used through all the German-Austrian telegraphic union, and that the apparatus in use at Vienna should be adopted. Vienna journals also state that Dr. Steinheil, director of the Austrian telegraph lines, has discovered the means of causing the electric fluid to travel any distance, however great, and that as quickly, and as safely, as the shortest distances. It has hitherto been found impossible to cause the telegraph to transmit signals for a greater distance than a few hundred miles; so that Dr. Steinheil's discovery is the most important recently made in connection with this marvellous invention. Being adapted to existing lines, all lines may be united, and despatches can be forwarded from one place to the other without interruption. One immense advantage of the discovery will be to prevent delay from the crowding of despatches at any particular station—as if they cannot be forwarded by the direct line, they can be forwarded just as quickly by any other line, even that which may be the most roundabout. Thus if the lines were established, a despatch might be forwarded from London to Paris, via Trieste or St. Petersburg, as quickly as by Cassis. Dr. Steinheil keeps secret for the present the nature of his discovery."

You are aware that a submarine communication is completed between Britain and the Continent. A London paper thus notices it:—

"SUBMARINE TELEGRAPHS.—The London papers mention, in proof of the success of the telegraphic arrangements made with the continent, by means of the efficiency of the submarine communication, that the prices of the public funds in Paris are reported and published on the Royal Exchange and Stock Exchange in London in fifteen minutes, from the date in Paris. Intelligence from Berlin of Nov. 27th, was published in the morning papers of the 28th. There is no apparent reason why intelligence should not be published in London, within an hour of its transmission from Berlin, or from any other place within the line of communication."

Late Liverpool papers report in the evening to the Paris news which had transpired up to midnight.

You are aware, that last fall an Electric Cable was thrown across the Straits of Northumberland, connecting Pr. Ed. Island with the Scottish main land, and that a communication is now kept up between Cape Tormentine and Charnish Point. The same company purpose connecting Newfoundland with P. E. Island next season, and when this is completed they intend to board the steamers from Britain, and telegraph to their news in advance.

It is reported as one of the things talked of in London, that it is practicable to connect Britain and America by telegraph—it is to be effected as follows:—"It is proposed to commence at the most northwardly point of Scotland, running thence to the Orkney Islands, and thence by short water lines to the Shetland and Faroe Islands, thence, a water line of 200 to 300 miles connects the telegraph to Iceland, from the western coast of Iceland another submarine line conveys it to Kioe Bay, on the eastern coast of Greenland; it then crosses Greenland to Julia's Hope, on the western coast of that continent, in 69 deg. 42 min., and is conducted thence by a water line of about 50 miles, across Davis Straits to Byron's Bay, on the coast of the Bering Sea. From this point the line is to extend east to Quebec. The entire length of the line is approximately estimated at 2500 miles, and the submarine portions of it at from 1400 to 1600 miles. The peculiar advantage of the line being divided into submarine portions is, that, if a fracture should at any time occur, the defect of the part could be very readily discovered, and repaired promptly and at a comparatively trifling expense. From the Shetland Islands it is proposed to carry a branch to Bergen, in Nor-

way, connecting it there with a line to Christiania, Stockholm, Gothenburg, and Copenhagen; from Stockholm a line may easily cross the Gulf of Bothnia to St. Petersburg. The whole expense of this great international work is estimated considerably below £500,000."

Very interesting experiments have been made by scientific men in the old world, and in the United States, and it is confidently predicted that the Electric fluid will, in a short period of time, be used as a Motive Power—and as it can be applied with little expense, it is anticipated that it will eventually supersede steam. On the subject a late paper remarks:—

"Mr. Kenney writes again from Genoa, concerning Dr. Corozio's plan of propelling thus:—"The reports of the success of the cable ship Ericsson in New York attract much attention in this quarter. But great as that enterprise is, the recent invention of Dr. Corozio of this city, to which I have before referred, promises to supersede it. The Doctor and his friends who are numerous and wealthy, think he has completely succeeded in devising a substitute for the steam engine, fire, &c., and that electricity-magnetism will henceforth be the motive power of all machinery. An agent is now on his way to the United States to procure a patent there."

We certainly live in a wonderful age.

I have endeavored to give you a brief, but at the same time correct idea of the progress which has been made in Britain, the United States, and other portions of the globe, in the modes of transit, in communication by Electric Telegraphs, and other matters bearing on the permanent prosperity of those countries. I will now turn your attention nearer home. The leading men of Canada, the oldest, and most populous portion of the British North American Colonies, have within the last fifteen years turned their attention to the necessity which exists for opening up that line and extensive country for settlement—to the cutting of canals—the deepening of rivers—and the building of railways. To accomplish the first, the greater portion of the Province has been laid out into townships, road built, giving to each lot a frontage on one of the roads. Lots have been apportioned for the use and benefit of Schoolmasters, in proportion to the extent of country laid off—and in many parts large tracts have been set aside for Educational purposes. That is to say—the amount of money raised by the sale of those lands, is appropriated for that purpose. A wise and judicious arrangement which might be adopted in many Counties in this Province, with ease, which would prove highly beneficial to the people, as the time is not far distant when our Schools, to a very great extent, must be supported by direct taxation. That Province, you are aware, abounds in large lakes, or as they have been termed—Inland Seas—separated from one another by narrow slips or necks of land. Canals have been cut to connect them—thereby rendering great facilities to the inhabitants of the upper country, to transmit their commodities to market. There were other districts of country, however, not lying in the vicinity of those lakes, equally fertile, the inhabitants of which were put to much delay and expense, by the slow progress of conveying their produce to market on the common roads. To remedy this evil, several railways have been built, and others are in contemplation. You are aware that this extensive Colony has but one outlet to the sea—the River St. Lawrence. This is closed half the year. This portion is the one when the former has the whole of his crop ready for market. This has been found a great stumbling block to trade. It has therefore to be kept open until the following spring. This evil was very sensibly felt in the families which existed in Ireland a few years ago. The people of that Island had to depend on the United States for the supply of bread, and flour was as high there as \$10 a barrel, when in Quebec and Montreal it could be procured at \$3. To remedy this great evil, an effort was made to obtain an outlet to the sea in the winter season, and this is about to be accomplished by the building of the Montreal and Boston Railway, the commencement of which was recently celebrated in the latter city. While we remain at peace with our neighbors, or have no entangling commercial regulations, this may do very well, but there are men in the Colonies and in Britain, who like to look into futurity—and are desirous of putting those Colonies in such a position as they will be independent of a Foreign state for such an important contingency—hence, the great and important scheme for connecting Quebec and Halifax by railway, which will secure to the Canadian people, this important desideratum.

If we turn our attention to Nova-Scotia, we cannot see any thing that the Government of that Colony has undertaken in public works, for its advancement, neither can we say that private enterprise has done any thing to facilitate trade or commerce, the erection of manufactures, or to accommodate the travelling public. There has been a good deal of talk about placing a steamer on the route between Halifax and the harbour lying on the western coast, but up to the present time, nothing has been done. There is ample wealth in that city, but they have unfortunately, for their interests as a people, been too much cut up into parties to effect any measure of general utility. A steamer was placed last season as a regular trader between Halifax and Boston, the joint enterprise of an American and Nova-Scotian, but was taken off the route a few weeks ago, and sold, but it has not been stated what was the cause.

I now come to this Province; but as I have trespassed on your time, I must defer until Thursday my closing remarks, which are principally relating to matters of a local nature:

The Colonial Press.

From the St. John Courier.

GRAND TRUNK CANADIAN RAILWAY.

We last week adverted to the magnificent project, far transcending anything in the shape of railway enterprise ever before matured in our scheme, which had been brought before the capitalists of London, under the auspices of Messrs. Baring, Glyn, & Co., and others of the first names in London; and we have since learned that the required capital was at once taken up, and that therefore the success of the enterprise may be regarded as now beyond a doubt, as the railways of New Brunswick will ultimately form a portion of the same Trunk line, we

may look forward confidently to a like reception for our Stock, when the time arrives for putting it in the market, which we suppose, will be done as soon as a swifter is received from the British Government as to the amount of assistance to be given to fill up the gap between Montreal and Trois Pistoles. As this portion of the road would never pay as a commercial speculation and as without it, Great Britain could have no control over the colonies, we presume that a favorable answer will be given very soon.

We have seen a copy of the prospectus of the Canadian Trunk line, and as our readers will no doubt feel an interest in a project with which we are so intimately connected, we shall give some extracts from it:—

"The Government and Legislature of Canada have by various Acts incorporated several Companies for the construction of different sections of the Main Trunk Line of Railway throughout the Province; and Acts of the Canadian Parliament have also been passed, authorizing the amalgamation of all the Companies whose Railways intersect or join the main Trunk Railway with the Grand Trunk Railway Company, so as to form one Company, under the name of the 'Grand Trunk Railway Company of Canada.' Arrangements are accordingly in progress for a fusion of the Grand Trunk Railway Company of Canada East, the Quebec and Richmond Railway Company, the St. Lawrence and Atlantic Railway Company, the Grand Junction Railway Company, and the Toronto and Guelph Railway Company, with the Grand Trunk Railway Company of Canada, forming together 964 miles of Railway, (including a bridge over the St. Lawrence at Montreal, which will be constructed under the superintendence of Robert Stephenson, Esq., M. P., and A. M. Ross, Esq.,) with a combined capital of nine million five hundred thousand pounds, and for a lease in perpetuity of the Atlantic and St. Lawrence Railway from the point of its junction with the Grand Trunk Railway to the City of Portland, 143 miles, whereby access is obtained to the Atlantic at one of the natural harbours of the Western Continent."

"The Grand Trunk Railway of Canada, with the Atlantic and St. Lawrence Railway of Maine, 1,112 miles in length, with an uniform gauge of five feet six inches, as now brought under the notice of the British public, offers the most comprehensive system of Railway in the world. Protected from the possibility of injurious competition, for nearly its entire length, by natural causes as well as by legislative enactment, it engrosses the traffic of a region extending 809 miles in one direct line from Portland to Lake Huron, containing a population of nearly three millions in Canada, Vermont, New-Hampshire and Maine. At Portland it connects with the system of Railways reaching eastward towards the Province of New Brunswick, and hereafter to Halifax, in Nova Scotia, as well as southward, by lines already existing to Boston and New York. At the frontier of Canada it again unites with other lines to Boston and the great manufacturing districts of New England. From Richmond it runs eastward to Quebec and Trois Pistoles, 253 miles, giving direct access to the great shipping port of Canada in Summer, and hereafter by rail to the Atlantic at Halifax by Trois Pistoles and Miramichi, forming the only route to the great fisheries of the Gulf of St. Lawrence, and the eastern timber, coal, and mineral districts of New Brunswick. At Montreal it again meets three Railways now in operation to Boston and New York. At present it receives the tributary line from Bytown and the vast timber districts of the Ottawa, sixty miles, now in course of early completion; and on the opposite side of the St. Lawrence, the northern New York road to Ogdensburg will pour its stream of passenger traffic upon the trunk line. At Kingston, the Rome and St. Vincent Railroad, also from New York becomes its tributary. From thence to Toronto, it receives the entire produce of the rich country north of Lake Ontario, through the channels of Belleville and Peterborough branch, and several other new lines already in progress of construction, and all tributary to the main trunk road. At Toronto, the Ontario, Simcoe and Georgian Bay. At the same point it also meets the Great Western Railway by Hamilton to Detroit, 240 miles, now in a forward state for completion, by which communication is had with the southern part of Western Canada, as well as with the Railways in operation from Detroit to the State of Michigan, Illinois and Wisconsin."

"From Toronto, westward, the line passing through the heart of the western peninsula of Canada ensures to the grand Trunk the exclusive traffic of the finest part of the province; while at its terminus at Sarnia it debouches at the very outlet of Lake Huron, avoiding the shallows of the Detroit and St. Clair rivers below—a point most favorably situated for the navigation extending through Lakes Huron and Michigan, and hereafter through Lake Superior. At Sarnia, the American railroads now in course of construction, place the Grand Trunk line in the most direct communication with the arterial lines to the Great West and the Mississippi, a region whose advance in population and wealth has been regarded as almost fabulous, and yet whose resources are still very richly undeveloped; while the traffic of the copper and iron districts of Lake Superior, the most valuable and extensive in the world, with the coal of Michigan, will accumulate on the railroad at this point, reaching ocean navigation at Montreal in much less time and by the same mileage that it can now pass by boat to the waters of Lake Ontario, 350 miles above that city."

"The Grand Trunk Railway of Canada, it will therefore be seen, commencing at the debouchure of the three largest lakes in the world, pours the accumulating traffic in one unbroken line throughout the entire length of Canada into the St. Lawrence, at Montreal and Quebec, on the north, and while on the south it reaches the magnificent harbours of Portland and St. John's on the open ocean. The whole future traffic between the western regions and the east, including Lower Canada, parts of the States of Vermont and New Hampshire, the whole of the States of Maine, and the provinces of New Brunswick, Nova Scotia, Prince Edward's Island and Newfoundland, must therefore pass over the Grand Trunk Railway."

"This great and comprehensive scheme of Railway communication throughout the most wealthy, populous and important colonial dependencies of Great Britain, is not now offered as a new project to the public. It comes with the guarantee of the Province of Canada, which has embarked upwards of two millions sterling in the

enterprise; it is supported by the most intelligent, far-sighted men in the colony; and it has the security of nearly half a million sterling of private Canadian capital invested therein; while a conviction of the great benefits of numerous action has provided a combination of Railway interests probably never before seen, and ensuring such an energetic and harmonious working of the entire line, as cannot but produce the most satisfactory results."

"It is proposed, simultaneously with the construction of the Railroad westward, to proceed with the Bridge over the St. Lawrence at Montreal. A work of this stupendous character, requiring to span a navigable river of two miles in width, can only be undertaken by a large combined capital, and is justified by its paramount importance. The site selected is at the sole point on the river St. Lawrence, from the great lakes to its mouth, where a bridge can be placed without interfering with the navigation. And also at that point no less than 1595 miles of continuous railway, now in operation, with a very insignificant exception, from New York, Boston, Portland, and Quebec, arrive on the south shore of the river, opposite Montreal, a city containing sixty thousand inhabitants. On the northern shore, the railways either in progress or completed, including the western section of the Grand Trunk, number already 967 miles, exclusive of projected lines. The completion of this link is essential to the satisfactory and economical working of the Grand Trunk Railway; and has therefore been incorporated with the entire line. It will be constructed according to the plans and under the superintendence of Robert Stephenson, Esq., C. E., (who is about to visit Canada for this purpose,) and Alexander McKenzie Ross, Esq., C. E.; and the structure will be of that substantial character which a work of such magnitude requires."

"For the bridge an ample allowance of capital is made, and the work has been provisionally contracted for with Messrs. Peto, Brassey, Betts, and Jackson, on the estimate framed by Messrs. Stephenson and Ross. The Act, authorizing the construction of this bridge by the Grand Trunk Railway Company, is now in progress through the Canadian Parliament, under the sanction of the Government."

"The western section of the Grand Trunk line extends from Montreal to Toronto, 315 miles, and from thence to Sarnia, 172 miles. Contracts have been executed, with the approval of the Government and Board of Railway Commissioners in Canada, with the eminent English contracting firm of Messrs. Peto, Brassey, Betts and Jackson, for the construction of the section to Toronto, 345 miles; from Quebec to Trois Pistoles, 153 miles, and the Grand Junction 50 miles; and with the Canadian contracting firm of Messrs. C. S. Gzowski and Co., from thence to Sarnia, 172 miles."

"The conditions of these contracts are for the construction of a first class single track railway, with the foundations of all the large structures sufficient for a double line, equal in permanence and stability to any railway in England, including stations, sidings, work shops, ample rolling stock, and every requisite essential to its perfect completion, to the satisfaction of the Canadian Government."

"By means of the arrangements entered into with the contractors, the proprietors of the Grand Trunk line are assured that, for the capital stated, they will secure the delivery of the whole railway, fully equipped and complete in every respect, and free from any further charges whatever."

"Not the least important branch of traffic will arise from the Ocean Steamers communicating with England, making Portland and, hereafter, Halifax, the port of embarkation, as the nearest and most accessible on the continent of America."

"A further and important consideration in connexion with Portland, St. John, and Halifax, is, that the navigation being never closed by ice, produce may, on the completion of the Grand Trunk Railway be shipped there, when otherwise there would be no ready means of forwarding it to Europe."

"Thus, with the accession of that portion through Nova Scotia to the port of Halifax, (about 150 miles,) the entire length of 1490 miles, both by the southern route through the State of Maine, and by the northern route by Trois Pistoles, is for a great part in course of construction, and the remainder highly favourable auspices, the immediate prosecution of that portion through Nova Scotia, being now under the consideration of the Government of that Province, whose future interests are so largely comprised in the speedy and perfect completion of the project, as to ensure their best and strenuous efforts for its early accomplishment."

NOTICE.

The Subscriber, having taken the Building at the head of the PUBLIC SLIP, between the Stores of Messrs. Johnson & Mackie and William E. Samuel, as an AUCTION ROOM, is now prepared to receive Consignments, and to attend to any business in that line the Public may favour him with.

WM. ALBRO LETSON.

Chatham, Miramichi, 24th May, 1853.

WESLEYAN BAZAAR.

CHATHAM, MIRAMICHI.

This Bazaar will be held on WEDNESDAY, the 6th day of JULY next. The hour and place will be announced at an early day.

Such persons as intend to furnish contributions, will please forward them to the Committee by the 20th June next.

SARAH SNOWBALL, President.

E. PIERCE, Secretary.

Chatham, May 11, 1853.

NOTICE.

All persons having legal demands against the Estate of WILLIAM CRANE, Esquire, late of Sackville, deceased, are requested to render the same, duly attested, to the Subscribers, within six months from this date. And all persons indebted to said Estate, are requested to make immediate payment to CHAS. F. ALLISON, Executors. JOS. F. ALLISON, Sackville, N. B., 6th May, 1853.