

section of New Brunswick, with the District of Gaspé, has ample material, and room to contain a million of inhabitants; and it requires but the project of a railway to furnish the people. Another great reason why any commercial company should prefer the northern route, is—that there is more waste Crown land in the northern section than there is in the south. And as so many miles of waste Crown land on each side of the line is to be given to a Company, they would have a much greater chance of making a spec, for every shilling of money that they would lay out they would be but enhancing the value of their own property; and just the reverse by the south, as most of the valuable land is there taken up. According to the southern writers, "the North Shore route consists of interminable rocks and wilds, fit only to scare crows flying over it," and not belonging to the Province; they need not care much about giving a large slice of it to a Company, as they would be but getting clear of a useless tract of country; and that with the small loan of 20,000 per year, for a short period, would unite the Colonies by rail, so far as New Brunswick is concerned—all of which would be repaid to the Province ten fold in the shape of duty, together with the stimulant it would give to trade and emigration, which would far counterbalance any loss that could possibly be sustained; and if the south is what it is represented to be, all emigrants would settle there in preference to the north.

But jesting apart—it is high time now for the south to quit their foolery—they, and they alone, were the means of destroying one of the grandest schemes ever propounded in the Colonies; when money could be got for an indefinite period, and at a lay that would have paid itself, was it even applied to no other purpose than clearing the forest; but because it was not in keeping with the enlightened and enlarged views of the statesmen and writers of the south, every nerve was strained to have it defeated, and the Province has been floundering from bad to worse ever since, and a laughing-stock to all passers-by. Now a second chance offers, and the point is this—is it to be defeated by a set of knavish, unprincipled writers, and charlatan statesmen, who would sacrifice country and state to serve their own selfish ends—or is honesty and fair dealing to take place for once; or has it come to that pass, that a company of capitalists will not be allowed to lay out their money where they think proper, and as they think to the best advantage; or, are they to be controlled by a few selfish characters, who stick themselves in the way, saying, here we shall go, or not at all. Now, if the south has all the advantages on its side that its writers pretend to set forth, why should they be alarmed to leave the choice of route to those who are going to lay out their money. The north will cheerfully do so to a man, without a murmur. And as to St. John being deprived of that commercial influence which nature and its position entitles it to, is a perfect absurdity. Any person at all acquainted with the principles of trade, must know, that trade will not, or cannot be forced into barren channels. You cannot raise corn from a sandy desert, neither can you navigate a ship across mountains of ice; and trade following the laws of attraction, will ultimately force itself into its proper courses and channels. If St. John is half the harbour it is cracked up to be, and open to navigation at all seasons of the year, who can doubt, with its geographical position, but it will fully compete with Halifax, or any other city in the Colonies, for its due share of trade or traffic.

Let the main trunk line of railway go where it may. For let the main artery be once stretched through the Province, and branch lines must assuredly follow in every direction that traffic can or will arise; and surely no person would be silly enough to suppose, that all the West India trade, destined for the north, or the eastern part of Canada, would be taken to Halifax, if one or two hundred miles of railway carriage could be saved by a branch line from St. John to the main trunk. And the same would apply to all goods to be shipped across the western ocean. So let us by all means have the main trunk first, go where it will, and afterwards local branches can be erected, either by the Province or by a company.—Let not grasping or snarling characters frustrate this our last, and perhaps our only hope of ever seeing the Colonies united by means of a railway. Much, yea, very much depends on the action of our northern members, to carry into effect the consummation of this much desired national object; and if a spark of patriotism animates their breasts, or that they hail the banner of British freedom waving over their heads, and would wish to transmit the same to their children as an inheritance, let them be up and doing; let them at once appoint a day to meet in some central place—say Chatham—and notify all the northern members, from Restigouche to Westmorland, to meet on the day appointed, to discuss and unite in such future action as may be proper and prudent for them to adopt on this all important question.

Shall we, or shall we not have a railway to unite the Colonies, go where it will? or shall we cling blindly to party, and petty local prejudices, which has heretofore proved the bane of a Province capable of ranking foremost among the North American Colonies. Let our members not wait until the mesmerising air of Frederickton soothes them with sleep; let them not wait for the action of the Government to come down with their slipping and sliding scales, with all the provisos and codicils commonly attached to a Government measure of New Brunswick. No, no—let the northern members wait for no such nonsense, but at

once form themselves into a body, united, to carry out a certain purpose. Let them cast their petty Politics of the day to one side, as unworthy of the smallest consideration, and by so doing, no man need doubt, no man need fear, but in a few years the iron horse will be seen careering on his course, whistling music to the hills and dales of New Brunswick, while bounding on his way to the far west, or to suuff the mist of the Pacific Ocean. I remain your humble servant,

A NORTH COUNTRYMAN.
Restigouche, November 9, 1858.

NEWSPAPER CANVASSERS.

Chatham, November 15, 1858.
Mr Editor,
A gentleman calling himself John McDonald, Newspaper Agent, Pictou, N. S., accompanied by an assistant, visited this place in August last, and obtained from several persons here subscriptions to different Newspapers and Magazines, none of which, so far as I can learn, have been as yet forwarded to the parties subscribing. May I ask through your widely circulated Journal, if such person was in authorized Agent for American Magazines and Newspapers. Yours truly,

A SUBSCRIBER
for the "Atlantic Monthly."

Editor's Department.

MIRAMICHI:

CHATHAM, SATURDAY, NOVEMBER 27, 1858.

TERMS.—New Subscribers Twelve Shillings and Six Pence, per annum, in all cases in advance. Old Subscribers 12s. 6d. in advance, or 15s. at the end of the year. We prefer the advance price, and as it effects a large saving, we hope soon to see all our subscribers avail themselves of it. To Clubs of five and upwards, to one address, Ten Shillings a year in advance.

SAVINGS' BANK—CHATHAM.

Deposited Nov. 1, 1858, £326 0 0
Withdrawn, including interest, 178 10 2

SAVINGS' BANK—NEWCASTLE.

Deposited, Nov. 1, £382 3 10
Withdrawn, including interest, 24 3 0

WEEKLY CALENDAR.

Moon last Qr. 27th, 1h 12m P.M. HIGH WATER.

21 S.	25th Sunday after Trinity.	5h 35	5h 57
22 M.		6 18	6 40
23 T.		7 1	7 25
24 W.	Peace with America, 1814.	7 48	8 15
25 T.	Dr. Watts died, 1748.	8 38	9 7
26 F.		9 31	10 1
27 S.		10 29	10 58

The above Tides having been calculated with regard to the moon's horizontal parallax and angular distance from the sun, will be found to be correct, due allowance being made at times for high winds and freshets. For Richibucto, subtract, 2h 30m—Bathurst, 2h 45m—Dalhousie, 2h 50m from the above.

NEW ELECTRIC TELEGRAPH.

LAST week we gave a brief Telegram, stating that Mr Gisborne was in Boston, where a public meeting had been held for the purpose of devising means to lay another Electric Cable across the Atlantic. The scheme is highly spoken of in the American papers, and the intelligent and wealthy inhabitants of Boston, have taken up the matter with spirit. Mr Gisborne has published his prospectus, a copy of which we give below. It bears date Nov. 6.

"The Nova Scotia Electric Telegraph Company having combined with the undersigned for the purpose of connecting Boston with Halifax, and ultimately with Great Britain. I have the honor to submit the following plan for its accomplishment, together with an estimate of cost and income. The route proposed is:—

From Boston to Cape Ann by land 30 miles.
Cape Ann to Yarmouth, N. Scotia,
Submarine Cable, 200
Yarmouth to Halifax, 200
Halifax to Bristol, 480

"From Halifax, communications collected over the additional 200 miles of lines now in operation throughout Nova Scotia, including the direct connexion with St. Johns, Nfld., via Cape Breton, would pass through the Yarmouth and Cape Ann cable to the United States.

"Blanc Sablon, in the Straits of Bell Isle, being nearer to Ireland than Bay Bulls Arm, Trinity Bay, Newfoundland, a submarine cable thence to Cape Breton, 310 miles, at a cost of \$250,000, would successfully compete for transatlantic connection with the New York, Newfoundland, and London Telegraph Company, who have expended or issued stock for nearly five times that amount to reach the same point.

"It is however distinctly understood that the Boston, Halifax, and London Telegraph Company shall not extend their operations beyond the confines of Nova Scotia, until an Atlantic

Telegraph Company shall have been organized for the purpose of connecting Ireland with Blanc Sablon, to which point the aforesaid company shall then extend their lines: It is proposed that the capital of the Boston, Halifax, and London Telegraph Company be \$400,000, to be thus apportioned:—

\$120,000 to represent or purchase out the Nova Scotia Telegraph Company's 1,000 miles of lines.
30,000 to be expended in thoroughly repairing the same.
150,000 for the cost of the Cape Ann and Yarmouth cable.
8,000 for the land line between Cape Ann and Boston.
92,000 as a reserve fund for extending lines or other contingencies.

\$400,000
"The capital of the Company to be increased when it shall be necessary to extend their lines for the transatlantic connexion in the Straits of Belle Isle.

"The revenue to be derived by the Boston, Halifax, and London Telegraph Company is self evident; over \$40,000 per annum is now paid for public and private despatches between Boston and the Nova Scotia boundary, nearly all of which must, in future, pass thro' the Cape Ann and Yarmouth Cable, while the increased business from Newfoundland via Nova Scotia, consequent upon the arrival and departure of the Galway steamers, to say nothing of the possibility of the Trinity Bay Cable again working, will enable the proposed Company to defy all competition, even though the tariff should be reduced one-half on existing lines.

"The failure of the present Atlantic Cable occasions a loss of \$1,750,000, to which must be added the New York, Newfoundland and London Telegraph Co.'s stock of \$1,000,000; thus interest on the enormous amount of three and a quarter millions of dollars has to be paid when taking a new departure from Trinity Bay for an Atlantic cable, whereas via Blanc Sablon the interest on but \$250,000 is required for a connexion at precisely the same point, Cape Breton. The certain inference being that no second cable will ever be submerged between Ireland and Newfoundland under existing charters.

"FREDERIC NEWTON GISBORNE."

AGRICULTURE IN IRELAND.

WE scarcely take up a British paper that does not record some pleasing intelligence from Ireland, respecting her steady march in the road to progress. Mines are opening, railways building, manufactories erecting and in active operation, pauperism rapidly declining, and the record of crime fast diminishing. The people are reported to be well employed and more industrious, contented and happy than they were for a long period previously.—The following statistics respecting the soil and its product we clip from a late periodical.—They are very gratifying, and at once prove the altered state of affairs in the rural districts.

"The land in cultivation, excluding rich permanent pastures, is 6,000,000 acres. The former prevalence of disease in potatoes, has increased rather than decreased the breadth of land under cultivation. The increase in potato culture is upwards of a quarter of a million of acres, and the value one to two millions of pounds more, after allowing for the quantity and value of the corn crops covered 2,748,401 acres, and the green crops upwards of 3,000,000 acres, viz., 1,617,958 acres of roots, 91,555 of flax, and 1,424,572 of clover and meadow. The succession is grain, roots, grain and grasses, showing a four years shift. The fact that the live stock of Ireland, which was worth £33,053,473 in 1855, is worth £34,276,175 in 1858, having increased to the extent of £1,222,697 in that period, is itself a proof that Irish agriculture is in a very satisfactory and improving state; but there is an incomparably stronger proof than that, in the wonderful improvement which has taken place in the condition of the Irish people during the last ten years.—From being the most wretched people in Europe, they have become one of the happiest and most prosperous."

DISRAELI FAMILY.

THE following brief sketch of the above-named family, will be interesting at the present time, when one of its members is Chancellor of the Exchequer:—

"The Disraeli Family.—After dwelling and trading in Venice for several generations, the Disraeli's sent one of their family to this country. The name of this individual was Benjamin; he became an English denizen in 1748, married a beautiful woman, and devoted himself to trade with such success, that he left his only son Isaac a comfortable, but by no means large fortune. His grandson says of him: 'He made his fortune in the mid-way of life.' He did not die till he had entered on his ninetyeth year, but up to the extreme of his old age he enjoyed existence. The only important source of unhappiness his life contained was the embittered temper of his wife, whose anguish at the contumely heaped by society upon every member of the Hebrew nation so affected her mind, that she became the victim of a morbid hatred to her unfortunate race.—With Isaac Disraeli, the old merchant's son, the

public are well acquainted. For a considerable portion of his life he resided in an imposing mansion in Buckinghamshire, Bradenham House, and there he died in the 82nd year of his age, on the 19th July, 1844. Isaac had four children, three sons and a daughter—Benjamin, the eldest, is the celebrated Chancellor of the Exchequer; the second son is a clerk in the Registry Office in Chancery; the youngest son is a Buckinghamshire farmer; Miss Disraeli died unmarried, while travelling with her brother Benjamin in the East."

SIR JAMES OUTRAM.

THE name of the above officer must be familiar to our readers, having occupied so conspicuous a space in the records of the Rebellion in India. Late papers furnish the annexed short biographical notice of him, and family:—

"Sir James Outram, Lieutenant-Governor of Her Majesty's Indian Forces, and a member of the Council of the Governor-General of India, who has been elevated to the honors of a Baronetcy, and of the Grand Cross of the Bath, is an officer of long experience and high distinction, both in a civil and military capacity, in India, where he was well-known to fame as 'the Bayard of the Indian army,' sans peur et sans reproche, many years before the outbreak of the recent mutiny. He is the son of the late Mr Benjamin Outram, of Buttery Hall, Derbyshire, a civil engineer of great celebrity, who died in 1805. His mother was Margaret, daughter of Mr J. Anderson, M. D., of Monie, County of Aberdeen, and great-grand-daughter of Sir W. Seton, better known by his courtesy title as a Scotch Judge of the Session, Lord Pitmeddan. Sir James Outram was born at Buttery Hall in the year of his father's death, and received his early education first at Uday, Aberdeenshire, under Dr. Bisset, and subsequently at Marischal College, Aberdeen. In 1835 Sir James Outram married his cousin, Margaret Clementina, daughter of Mr J. Anderson, of Bridgend, near Brechin. Sir James Outram was nominated a K. C. B. (civil) in 1855, and a military G. C. B. in 1857."

WRECKS.

A LATE paper furnishes the following interesting statistics respecting the loss of British vessels during the past year. The loss is certainly great, involving a large amount of property, but the lives are not so numerous as might have been expected:—

"It was well and wisely remarked by the most eminent of French Statesmen that the reasons why Britain produced the best seamen in the world were, that the nights were long, the channels stormy, and her coasts almost destitute of good harbors. The loss of life and property on the coasts of the United Kingdom is every year enormous, and these frequent casualties too often bring sorrow to many a British home. The statistics of shipwrecks for 1857 have just been issued in England. The total disasters, for the past year are thus classified:—Totally wrecked, 384 vessels; totally lost in collision, 53 do.; seriously damaged, 482 do.; damaged seriously by collisions, 224. Total 1143 vessels. This is at the rate of more than three a day. The largest number occurred in January, the next in March and October. By these casualties 2269 persons were in peril, and 532 lost their lives. This statement does not include the statistics of fishermen and boatmen. About 600 of these wrecks occurred between Dungeness and Portland Frith—in the dangerous seas of which 150,000 vessels manned by half a million of hands pass annually. The south coast, extending from Dungeness to the Land's End, is comparatively safe, only 34 wrecks having occurred in 1857; while from the Land's End to Greenock, where the influence of the Atlantic gales and currents is most severely felt, the numbers rise again to 286; and the Irish coast contributed a total of 172 wrecks."

A HEAVY GROG BILL.

THE annexed paragraph appears in a late paper under the above appropriate head. If the figures be correct, and we have no doubt they are, the friends of temperance have a arduous task before them, to remove the wide spread vice with its host of evils. In this work every lover of morality, friend of fallen humanity, and well-wisher of his fellow man, must wish them success.

"It is stated as a fact that the working classes of the United Kingdom of Great Britain and Ireland spend £65,000,000 sterling every year for spirits, beer, and tobacco. What it costs the non-producing portion of the population for champagne, cogniac, curacao, cordials, &c., and cigars, the collectors of statistics have not informed us. But assuming that the amount does not fall far short of the sum just named we have the almost fabulous figures of £100,000,000 sterling every year expended in articles of luxury, which many people think those who use them would certainly be much better without."

COLLEGE BILL.

SEVERAL papers in this Province assert positively, that Her Majesty, in Council, has refused her assent to the "Act to Suspend the Grant to King's College," passed at the last sitting of the Legislature. What has become of the bill introduced by Mr Williston, to disqualify certain office holders from holding seats in the Assembly?