

ies are becoming alive to the subject; and it will, doubtless, soon be introduced in Parliament. After giving an account of the American project, the *Gazette* says—

“Regarding the antagonist project of a British national railroad across our division of this continent, much as it may seem to deserve it, it is doubtful whether the time has not arrived when it may be too late to treat the language of the author of this pamphlet as the mere extravagance of a visionary. There is in it a point for consideration which can hardly fail eventually to have great weight in an estimate of the national importance of such a project. That railroads must give immensely increased facility and effect to both military and naval movements, as well as to civil enterprise, is perhaps seriously doubted by no one; and least of all is it doubted by the people of the United States. Perhaps no means of preparation for either defensive or aggressive operations could be devised, so well calculated at once to secure popularity at home, and to deprive foreign powers of umbrage or ground of remonstrance. Whilst the ordinary army and navy need receive no apparent increase, their effective force may be multiplied to indefinite extent by a system of internal improvement, having for its avowed or ostensible object no other than an increased facility of inland commerce and communication. But this is not all,—that expenditure which would be necessary for the extraordinary increase and subsequent maintenance of an army and navy, would, after the emergency had passed, remain a dead weight upon the country, in the form of an addition to the national debt, and perhaps of permanent taxation; but the same expenditure upon a judiciously planned railroad, or system of roads, would, in all probability, more than accomplish the same end, being in the meantime, and afterwards continuing to be, instead of a burthen, a growing source of Revenue and strength, with advantages directly recommending themselves as much to the poor as to the rich.

“Whether the Oregon question remain for solution by the last resort or not, none of the friends of peace on either side, can well object to the commercial and pacific contest of rival national railroads across this continent; and, it may not be too much to say, that, even should we retain, by amicable negotiation, as much of the Oregon as we can desire, it will be held only by an unsafe tenure without the railroad.

“We have, at present, greatly the advantage of the United States in the proximity of our own portion of this continent to Europe; but it is plain that it would lose much of its value by delaying to turn it to account. *If the United States be the first to effect a railroad communication from the Atlantic to the Pacific, but a short time would be necessary to enable them to inundate the Oregon with emigrants under their protection, and thus greatly to prejudice, if not wholly to annihilate British influence there. Besides, by the front that they would thus present towards India and China, a double influence would also be at their command, tending to draw through their own avenues the trade of the Canadas, either to the Atlantic or the Pacific, and eventually to absorb the Canadas themselves.* So natural is this apparent tendency of railroad communication, existing and projected in the United States, that it seems to be a question, the decision of which cannot be safe to rely for the arrest of such tendency, upon any thing short of a similar and counter-vailing tendency of greater force. A British railroad from the coast of Nova Scotia, through the Canadas to the Pacific, with necessary branches, seems the most naturally to present even more than such a desideratum. Besides most acceptably establishing in the Canadas an interest separate and truly British, and stronger than that inclining towards the United States, such a road would also rather attract the trade and communication of the latter through the Canadas, by affording a more regular and rapid intercourse with Europe than could possibly be maintained from any point of the Union.”

How jealous is this writer of the idea of the American project being carried into execution! How clearly does he see the infinite superiority it would give us over every other power in the world, and particularly over Great Britain! It is a bold project, a masterly project, and John Bull will spend his last guinea to beat it if he can.

But another rival has sprung up in this matter of engrossing the vast trade of China and the East Indies. On looking over our late files of French papers, we find that it is proposed by the Russian government to extend to Pekin, in China, the line of railroad which is now in course of construction between Saint Petersburg and Moscow. And it is probable that some sort of negotiations have already taken place between the Russians and Chinese, or, perhaps, the Tartars on the borders of the two nations, in regard to the project. Every one who has an adequate idea of the resources of Russia, and the absolute power of its Czar, will admit its practicability. What work is it impossible for the Emperor to perform, with twenty million serfs at his immediate command—the slaves of his will? Where could we find so numerous or cheap a body of laborers to carry on this great enterprise? In this respect we cannot compete with Russia, nor can Great Britain. It might, however, be a great inducement to laborers, should a promise of a grant of land along the route be held out to all who worked upon it a certain time. Yet, in every thing but mere labor, we infinitely surpass all our competitors. We have greater skill, more indomitable energy, and a sort of go-ahead spirit that nothing can equal.

Thus, then, do we stand at present. Great Britain, Russia, and the United States, are all at the same time entertaining projects for securing a rapid communication with China, Northwest America, and the East Indies. Which has the most enterprise, time will show. We trust, for the honor and welfare of our Country, that Congress will not neglect to give this matter a candid consideration. Let the people, on all hands, assemble and petition their representatives to awake from their slumber, and not stand idly by while foreign governments are taking steps to reap the harvest that should be ours. Above all, let the mercantile community of New York remember, that the execution of this project may render our city the emporium of the commerce of the world.

Twenty years ago the State of New York projected a system of Canals across the American Continent to the Columbia River, which was destined, as then anticipated, to open a direct communication from the United States to China and the East Indies, *via* Oregon; and when we historically recur to the enterprises of the last three or four centuries, directed to the same object, *i.e.* a participation in the Trade of the East—it may be questioned whether we are entitled to regard the construction of a Railway through the Rocky Mountains as so wild a project in our day, as was that of Columbus, or DeGama, or of Hudson, and the Arctic Voyagers, down to Parry and Franklin, who has again embarked for the discovery of a North West passage to the Pacific.

Whether this great work of a Western Railway may ever be accomplished, either by the United States, or by England through the British Provinces, is a question which remains to be solved. England has the Geographical advantage of a *terminus* nearer to Europe, in one of the Northern Ports of Nova Scotia, and to America in the Western Ports of England and Ireland, and consequently a shorter transit across the Atlantic; and she possesses also inexhaustible supplies of Coal adjacent to the Line, in Nova Scotia and New Brunswick. The United States, on the other hand, may possess some advantage in climate and the country to be traversed beyond the Western Lakes; but a survey would be required for a just comparison in this respect, and both Governments have extensive tracts of Land which they would settle without purchase. A peaceful rivalry between two enterprising nations, in an undertaking of such magnitude, and fraught with such benefits to mankind, none would be disposed to reprehend; and whichever might first accomplish it, would be well entitled to enjoy the advantages it would unquestionably be destined to confer. Even the Russian project, which would be beneficial to Eastern Europe, and would probably depend on the application of British Capital, is one which would justly reward the Government and the people who might achieve it.

See Gazette pp. 2291-2296.

INSOLVENT DEBTOR'S NOTICE.

“WEDNESDAY, 8TH APRIL, 1846.

“By His Honor the Master of the Rolls.
“ON reading the Petition of Alexander M'Elwee, of the Parish of Portland, in the County of Saint John, Baker, setting forth a statement of his affairs, as therein particularly described, and declaring that he is in insolvent circumstances, and unable to meet his engagements with his Creditors, and praying that an Order may be granted for calling a Meeting of his Creditors, according to the Act of the General Assembly, entitled ‘An Act to afford relief to persons unfortunate in business in certain cases.’ It is hereby Ordered, that the Clerk of the Peace for the City and County of Saint John, do call a Public Meeting of the Creditors of the said Petitioner, to be holden at the City Court Room in the said City of Saint John, on the first day of June next, at eleven of the clock in the forenoon, for the purpose of enabling the said Petitioner to offer a composition to or make terms with his Creditors, and to render an exposition of his affairs.

(Signed)

“N. PARKER, M. R.”

IN pursuance of the Order of His Honor the Master of the Rolls, whereof the foregoing is a true copy,—Notice is hereby given, that a Public Meeting of the Creditors of the said Alexander M'Elwee will be held at the City Court Room, in the City of Saint John aforesaid, at the time and for the purposes mentioned in the said Order. Dated at the City of Saint John, the eighteenth day of April, A. D. 1846.

JAS. PETERS, JUN., Clerk Peace, Saint John.

NOTICE.

JOHN WITHAM has been appointed Deputy Sheriff in and for the County of Kings' County.

The Deputy's Office will in future be at the Gaol, Kingston, Kings' County.

LEBARON DRURY, SHERIFF.

Kingston, 5th April, 1846.—3i.

NOTICE.

ALL Persons are hereby cautioned against purchasing a Note of Hand drawn by the Subscriber, in favor of Patrick Dimond, for Three Pounds—said Note bears date December, 1844, and is payable on 1st June, 1845—as I have not received any value for the same.

PATRICK GILLESPIE.

Sanbury, 29th March, 1846.—[1w.]