

Governor of Canada to the Lieutenant Governor of Nova Scotia, who could transmit it per Telegraph by a preconcerted vocabulary; and His Excellency could return an answer by the previous Packet from New York, which generally arrives in Halifax on the home passage two or three days after the one from England. Merchants could transmit their business in a similar manner. And lastly, the great saving in expense, as in case of such connection it is very evident, that we could afford to transmit 10 or 15 words from Montreal to Halifax or Boston, for 5s. or even less, and that the revenue would still be very considerable. We should thus render other lines incapable of competing with us.

Since my examination before the House of Parliament last session in Nova Scotia, I have had no reason to change my opinion with regard to the cost of a good Line of Telegraph through New Brunswick. £20 per mile would pay all necessary expenses through a tolerably clear country, and through such a wood as exists on the Kempt road, £5 extra. I have at present in my possession an offer from an individual, (who was employed by the government in cutting the present road to the Restigouche) to clear the required breadth for about £6 per mile; but to shew clearly the actual sum it should cost, I have drawn out a table of calculations which I know from observation and experience to be correct. Thus,

The wire now used on the Line between Point Levi and Father Point, cost the Co. £1578 19 3, or about £8 15 0

Allow for freight and delivery of wire and caps from Metis to the Bend of the Petitcodiac, i. e. 304 miles, £456, or 1 10 0

Allow for 9120 posts, i. e. 30 to the mile, 2s. each, (which would be the outside cost, as on a considerable portion of the road they can be had for the cutting,) £912, or 3 0 0

Allow for 25 labourers \$15 per month each, for 4 months, £375, or about 1 4 6

Allow for cost of provisions of said men for said time, 2s. 6d. per diem, i. e. £375, or about 1 4 6

Allow for tools, horses, and provender, &c. &c. &c., £155 5s. or about 0 10 0

Allow for stringing 304 miles of wire, £190, or 0 12 6

Allow for caps and pins, £190, or 0 12 6

Allow for salary of Superintendent during 6 months £250, or about 0 16 6

Allow for an overseer for 6 months, £100, or about 0 6 6

Allow for crossing the St. Lawrence £322 10s., or about 1 1 6

Allow for travelling expenses of Superintendent and men, &c., £100, or 0 6 6

Total cost per mile £20 0 0

So that the Line from Metis to the Bend of the Petitcodiac stands thus: 304 miles at £20 per mile, £6080

£5 per mile added for 90 miles 450

Amount over on old Stock after paying all liabilities to May 1849 £315

Amount of proposed new Stock 6500

Probable value of horses, &c., for sale when the line is completed 50

Leaving £335 0 0

over on account of incidental expenses, &c.

Having thus shewn the necessary amount of outlay required, allow me to give you a few additional facts relative to the probable amount of profits to accrue from this Line when completed.

The average number of letters sent from Quebec alone, for every English steamer, is about 1,200.

The average number sent from Montreal and Upper Canada is about 3,300.

In all 4500 letters.

When you consider that two-thirds of these epistles are supposed to be business communications, and that a Canadian merchant can send his Correspondents in Europe from five to six days later intelligence by Telegraph, you cannot but perceive the enormous amount of business which must necessarily be transmitted on this Line. There would be no necessity for the merchant here having a correspondent in Halifax, for example:—A. B. & Co., of Quebec, write to C. D. & Co., of London, by post, and 4 days afterwards send a communication by Telegraph to the same parties, which communication is posted in Halifax by the operator there, an hour or two before the Steamer leaves. And C. D. & Co. consequently receive two letters by the same packet, one as a postscript, containing the latest information. C. D. & Co. can return A. B. & Co. an answer also, 3 or 4 days earlier than by the overland mail, by simply addressing them under cover to the Telegraph Office, Halifax. This description of business alone would make the terminus offices productive of considerable revenue; and with regard to the intermediate stations, when you consider that there are about 600 Letters despatched weekly from Canada to New Brunswick and Nova Scotia, and that it takes from two to three weeks before answers can be procured, it naturally follows that the greater

part of such business will be transacted by Telegraph. Such facility of communication would benefit the trader, and bring sufficient business to the offices as to more than compensate for their support.

I will now present for your inspection the following carefully revised and calculated tables:—

BRITISH NORTH AMERICAN ELECTRIC TELEGRAPH ASSOCIATION.

Capital £16,000.

Annual Expenses.

Salary of Superintendent,	£500 0 0
“ Assistant at Quebec,	100 0 0
“ Riviere du Loup,	75 0 0
“ Father Point,	125 0 0
“ Campbelltown or Dalhousie,	100 0 0
“ Bathurst,	100 0 0
“ Chatham,	100 0 0
“ Bend of the Petitcodiac,	100 0 0
“ Halifax,	150 0 0
“ Messengers,	100 0 0
“ Repairs,	250 0 0
“ Acids, &c.,	100 0 0
“ Rent, fuel & stationary,	250 0 0
“ Contingencies,	50 0 0
	<hr/>
	£2,100 0 0

LOWEST ESTIMATE OF PROCEEDS, ALLOWING 300 WORKING DAYS.

In connection with the British steamer allow 100 communications the day she leaves (i. e. 43 times per year) at 5s., £1,075 0 0

And on her arrival allow at the same rate, 1,075 0 0

Allow 15 communications from Halifax to Quebec on the remaining week days, 802 10 0

And the same from Quebec to Halifax, 802 10 0

Allow 4 communications daily, to and from the six small stations (including Father Point) in any direction, 900 0 0

Allow for public reports, 200 0 0

i. e. £4,855 0 0

or about 17½ per cent.

The above tables I sincerely believe to be very moderately and correctly calculated.

I have included £200 per annum only for the public reports, to be divided thus: £25 for the northern towns of New Brunswick; £75 for Quebec, and £100 for Montreal and Upper Canada, and for the following reasons:—That the present high rates charged for public news, falls unproportionably heavy on the proprietors of papers, thus depriving many persons of the pleasure of reading it, few journals being able to afford the necessary outlay. I should furthermore propose allowing the press every other facility, as by accommodating them, you serve the public, and consequently ensure their patronage.

Having thus far shewn, and I hope clearly and satisfactorily, the cost of building this line—the amount of stock required—the annual expenses and the probable proceeds to result from it, (and I may here cursorily mention, that about £50 has been received for private communications on the Line to Father Point, although but four months established, although as yet almost unknown to shipping masters, and although nothing has been received for our daily reports.) I shall now conclude by stating that an American gentleman is anxious to obtain possession of this Line, and is about offering to furnish funds on certain conditions; but I pray for the honor of the city, that the Quebec merchants carry out this lucrative speculation, and that the Governments of New Brunswick and Canada will give something proportionate to the great benefits arising from such a very useful public undertaking.

I remain, Gentlemen,

Your very obed't. servant,

F. N. GISBORNE.

Quebec, Nov. 21st, 1848.

THE GREAT SEA SERPENT AGAIN.

(To the Editor of the London Globe.)

Mary Ann, of Glasgow, October 19th.

SIR,—I have just reached this port, on a voyage from Malta and Lisbon, and my attention having been called to a report relative to an animal seen by the master and crew of Her Majesty's ship *Dædalus*, I take the liberty of communicating the following circumstances:—

When clearing out of the port of Lisbon on the 30th of September last, we spoke the American brig *Daphne*, of Boston, Mark Trelawney, master. She signalled for us to heave to, which we did; and, standing close round her counter, lay-to while the mate boarded us with the jolly boat, and handed a packet of letters to be despatched per first steamer for Boston on our arrival in England.

The mate told me that when in lat. 41. S., long. 10 15 E., wind dead North, upon the 20th of September, a most extraordinary animal had been seen; from his description it had the appearance of a huge serpent or snake, with a dragon's head. Immediately upon its being seen one of the deck guns was brought to bear upon it, which having been charged with spike nails and whatever other