PUBLIC ARCHIVES OF NOVA SCOTIA

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SCOTIA

The Head Quarters.

BRITISH AND FOREIGN.

Further Extracts from English Papers.

STEAM NAVIGATION.—Messrs. James Hodgson and Co. have accepted contracts for building the first of a line of seven steamers to trade between this port and Rio Janeiro. The same concern is about to build a line of steamers for the New York trade, of a thousand tons burden. It is also said that a new company has lately been formed at Liverpool, and the whole of the capital subscribed, for the purpose of building a large and powerful steam vessel to sail between this port and New York. The steamer will be made of iron, of rather smaller dimensions than the Great Britain, and will be propelled by the screw.

Mr. C. MATHEWS AND HIS CREDITORS.—Mr. Commissioner Law (of the Insolvent Debtors' Court) has finished the audit of debts under the Insolvency of Mr. C. Mathews, in the year 1842. The debts proved amount to about £1300, and a dividend has been declared on the same of 4½d. in the pound. The debts originally appeared on the schedule at £27,000, and upwards.

The slave crew, who murdered Mr. Palmer, midshipman and nine men belonging to the Wasp, have arrived. Eight of the prisoners are Spaniards and two Portuguese. The murder was committed in February last, on the coast of Africa, and the vessel in which the murderers had escaped was subsequently retaken by H. M. sloop Star; the murderers secured and brought to England. The men have been examined by the authorities of Exeter, previous to their committal to the Central Criminal Court, London.

THE GREAT BRITAIN.—This noble specimen of British skill and industry was throughout the past fortnight on view in the Queen's Graving Dock and the Coburg Dock, Liverpool, in which last-named she at present remains. The average attendance each day has been upwards of 1700, and would, no doubt, have been much larger but for the unpropitious state of the weather. The visitors seemed perfectly astounded with her collossal size, which cannot be comprehended unless seen.

GENERAL TOM THUMB.—During one of the exhibitions of the little general, at Paris, the watch which was given to him by Queen Adelaide was stolen, but it has been recovered by the vigilance of the police, and restored to him. From Paris the general proceeded to Brussels, where he has met with brilliant success; but, unfortunately, the admiration of some person or persons unknown has been extended to a portion of his property also; for the other day, a valuable diamond pin, several beautiful rings, and other rich presents which had been made to him by distinguished individuals in England, were abstracted from his "cabinet of gifts," whilst he was exhibiting his little body to the public gaze, in the great room of the philharmonic Society. Fortunately, the presents received from Queen Victoria, the President of the United States, the King of the French, the Duke of Devonshire, &c., were not touched. The general has offered the full value of the articles to any one who will restore them.

FOREIGN OFFICE, JULY 3.—The Queen has been graciously pleased to appoint John Fiennes Crampton Esq., now Secretary to her Majesty's Legation in Switzerland, to be Secretary to her Majesty's Legation in the United States.

IRELAND.

REPEAL ASSOCIATION.—The usual weekly meeting of this Association, which took place on Monday, the 7th inst., as usual, in the Conciliation-hall, was greately crowded. Mr. O'Connell, accompanied by several of the leading members of the body, was present, and upon his entrance, was loudly cheered. Mr. M. O'Connell, M. P., presided. Mr. Ray read a letter from Mr. T. Steele, in which the Head Pacificator gave a flourishing account of the success of his mission to the north, and stated that "a mighty and sanctified change had come over the spirit of the stern but noble-hearted people of Ulster." Mr. O'Connell handed in £11 from Liverpool, and expressed his personal thanks to the Repealers of that town for having wished to pay him a compliment on his return from Parliament, of which he had not availed himself, because he did not know the handwriting of the letter conveying the invitation, and he never attended to such letters. He hoped what he said would reach the Repealers of Liverpool, to show them that he ment them not the least disparagement or any slight whatever. He handed in £16 0s 3d. from Manchester, and sundry other contributions. Mr. Thomas Davis presented a report from the committee on Lord Stanley's Landlord and Servant Bill, denouncing it as a trickly measure, design to abolish the tenant rights of Ulster, and urging the men of Ulster to bestir themselves and petition Parliament in defence to their "sacred, but unlegalized property." The gentleman then delivered his own ultimatum touching the empire of Great Britain:—"You are anxious to hear my distinguished friend, the Liberator, and I will not delay you. He has to tell of what, I hope, will be the last attempt to get any kind of justice from England. I must say I long since despaired of obtaining, and I objected to applying for, justice. I deny their right to grant it to us. They have no right to interfere with our concerns: they have no right to grant or to refuse." He submitted a draft of a petition adoption, which was seconded by Mr. O'Connell, and carried. The hon. and learned gentleman commenced his speech of the day with a general charge of "circulating lies" against the English newspapers, one of these lies being an assertion that he was in favour of what was called a mixed education, whereas he was only favourable to it at one time, and now had changed his mind upon the subject. The English press had no right to charge him with entertaining opinions which were not his. His visit to Parliament, he said, had been quite fruitless. He inculcated the necessity of conciliating persons of all political opinions, and earnestly condemned the system of Ribandism and Molly Maguirism, which is spreading through the country. He adverted to the recent fatal collision between the police and the country people in the county of Cork, where thirteen "innocent" persons lost their lives, and held it up as a warning to all to abstain from outrage and violence. He insisted that the police should not be armed with deadly weapons, when attending fairs and such assemblies of the people, but only when called out on some special emergency. He also alluded to the assassination of Mr. Booth, and concluded by calling on the Repeal wardens to rally with him for tranquility, Old Ireland, and the Repeal. Mr. H. Grattan and Mr. J. O'Connell afterwards addressed the meeting at great length. The rent of the week was £407 7s. 3d.

The Repeal Association met, as usual, on Monday, but the proceedings were unusually flat, notwithstanding the presence of Mr. O'Connell. The Liberator's address consisted, for the most part, of extenuation of the Papal power in the treatment of Galileo! He asserted that astronomer was not confined in the Inquisition for advocating the Copernican system. The rent was £318 8s. 10d.

SPAIN.

Madrid letters, of the 30th ult., state that the capital was perfectly tranquil, but, according to the *Castellano* a disturbance had taken place at Seville on the 26th. Crowds of people assembled in the street with flags, and uttered cries in favour of the Constitution of 1837, but they quietly dispersed on the appearance of come troops.

From Barcelona and several district of Catalonia we have accounts of serious disturbances, caused by the determination of the Government to extend the conscription to that province. Several persons had been killed, and fears were entertained that the spirit of resistance might extend to other districts. At Babalona the lists were burnt, and two agents of public safety killed; at Tarassa, the Alcalde was assassinated; at San Andreas, the inhabitants dispersed the authorities with musket shots; at Molinsde-Rey, the people stopped the post, the public diligences, and the couriers; at Sabadell, only five leagues from Barcelona, the Ultra-Progressists, profiting by the popular irritation, had already endeavoured to instal a central junta in the name of Espartero, and formed a body of two thousand armed men. This news having been transmitted rapidly to Barcelona the Captain-General set out the same day at the head of a column of infantry cavalry, supported by some pieces of cannon. The insurgents were driven from Sabadell, with a loss of twenty-five killed, and several taken prisoners. The General pursued them to Tarassa, and they fled to the mountains.

SYRIA.

The French papers publish lamentable details respecting the civil war between the Maronites and the Druses, and the criminal negligence of the Turkish authorities. "The Maronites," says the *Constitutionnel*, have suffered the most severely. They have lost more than 2000 of their people, among whom women, children, and aged men form a majority. The losses of the Druses amount to about 1000 persons, and these, for the most part, able-bodied men. All the Christian villages in the mixed districts have been burnt, the harvests ravaged, and their mulberry trees destroyed. In a word, their ruin is complete. The *Journal des Debats* says. "The Turkish Governor wishes to force the Christians, who had quitted certain districts to take refuge in the towns, to return to their homes, and, in order to force them to comply, he has refused the rations which he allowed them for a short time.

The *Echo de l' Orient* of Smyrna states that the last accounts received from Syria are rather more satisfactory than those previously received. Reinforcements of troops had been sent from Salonica to Beyrout, and it was hoped that the efforts of Vedjih Pacha, aided by the consuls of England and France, would convert the armistice between the Druses and Maronites, which the consuls had succeeded in establishing into a definite peace.

UNITED STATES.

LATEST FROM TEXAS.—*Annexation Ratified—Death of Vice President K. L. Anderson—Incursions and depredations of the Indians—General News.*—By the arrival of the brig Hope Howes, from Galveston, yesterday, we are apprised of the fact that the question of annexation has been finally consummated.

We give our correspondent's letter, which embraces a clear and succinct narration of the proceedings of the Convention up to the latest period at which it was possible to receive Austin news:

AUSTIN, July 7, 1845.

The Convention assembled on the morning of the 4th, and unanimously elected General Rusk to preside over its deliberations. A committee of nineteen was appointed, who reported by their chairman, Judge Lipscomb, an ordinance assenting, on behalf of the people of Texas, to the terms of annexation proposed by the United States Government. It was adopted with one dissenting voice—but five members absent. It was engrossed and signed by all the members present. It is not a little singular that the only dissenting voice was Richard Bache, the father-in-law of your Secretary of the Treasury and brother-in-law of the Vice President.

After the necessary resolutions were passed for the transmission of the ordinance to the United States, a resolution was offered by Colonel Love, and unanimously adopted—"That the members wear crape on their left arm for one month, as a testimony of regret for the decease of General Jackson." The Convention then adjourned.

On the 5th we appointed committees on the plan adopted by the Virgima Convention, to report on the various subjects submitted. It called forth some discussion which was creditable to the speakers—it was the skirmish that precedes more heavy firing.

The delegates to the Convention, for intelligence, integrity and worth, would rank high in any country. There is not, perhaps, much of brilliancy but a great deal of matter-of-fact sense and sound knowledge; and I predict that we shall form and send you a sound and sensible Constitution, free from the worst features of ultraism.

The terms of Annexation are not, perhaps, such as we had a right to ask, but so anxious are we to free the subject from further agitation in the United States, that no conditions whatever will be annexed to the Constitution differing from the resolutions passed by the United States Congress.

A despatch was received from the United States in the morning, and Major Donelson arrived on the evening of the 5th, having been detained at Washington by serious indisposition. These despatches relate to the occupation of our frontier by your troops. They are now on their march—the foot by water to Corpus Christi, on the west bank of the Nueces; the dragoons by land to San Antonia.

The step is taken that will decice Mexico in her policy. Foreign troops will soon be upon the soil she claims. Her choice must be a declaration of war; or if she is wise, negotiation. She may acquire money by the latter—defeat and disgrace only by the former. To-day a resolution was passed, requesting the President of the United States, in behalf of the people of Texas, to send troops forthwith to our frontier. This resolution is a sanction on the part of the people of Texas, of the movement noted above.

The intrigue of those in power here, which in its commencement was edvised by the Ex-President, has been dissipated by the power of the people.

The Executive occupies no envied position; I am inclined to think he has been victimised by his friend and patron, as well as her Majesty's Minister. True to his faith, however, he issued his Proclamation, admitting a state of war and a disputed territory, which if not intended as treason to the country, of proceeding from disappointed hopes was excessively foolish.

Lord Aberdeen has avowed to Dr. Ashbel Smith that her Majesty's Government will not interfere in the question, so he writes home. This removes one of the prospects of war; so if you get to loggerheads with John Bull, it must be about Oregon. Jonathan will fight for whales and lumber, but seems to have but little fancy for it if sugar, cotton or negroes have anything to do with the matter.

This once flourishing village is in a state of entire dilapidation and ruin—the effects of an arbitrary exercise of power, without cause and without precedent, and although the author of all this ruin is elected a deligate, he will not take his seat; he cannot—he dare not look upon hundreds whom he has in his wantonness ruined!

General Tarrant a deligate, from Fannin was on a visit to San Antonia. He, with Mr. Howard, deligate from that place, has for some days been expected. Painful apprehensions have arisen for their safety, as many Indians are on the frontier, who have committed several murders lately.

We are entirely exposed to the attacks of Indians and Mexicans—not a soldier on guard, and but few fire-arms. So callous have the people of Texas become to danger, that they scarcely ever prepare to repel an attack. On my way here I met a young man, with two young girls, in a buggy, with no protection whatever from attack, almost at the very spot where young Hornsby had been killed two weeks previous by the Indians. They were in high glee, laughing and talking merrily;—I could but think that an hour might consign them to death or a worse fate.

The British brig Persian arrived at Galveston a few days ago from Vera Cruz. She brought despatches for the Government, and was to return as soon as she heard from Washington. It was rumoured in Galveston that she was there for the purpose of learning the fate of the Mexican proposition to President Jones, and, if they were rejected, that the fleet of Mexico would be down on Galveston without delay. We hope the Galvestonians will not evacuate the city on the strength of this fearful rumour.

Hon. K. L. Anderson, Vice-President of Texas, died on the 10th inst., at Fanthrop's, Montgomery County, of fever. The papers are in mourning for the sad event.

Ashbel Smith has been recalled from England. Speaking of this, the Galveston News of the 12th says—"We should like to know what he went for, what he has done, how much money he has pocketed, when he is going again, or what plan will next be fallen upon to disburse our public funds."

The following appointments have been made by the President:

Hon. Ebenezer Allen, Secretary of State.
Hon. W. B. Ochiltree, Attorney General.
Hon. J. A. Greer, Secretary of the Treasury.

The reports of the crops throughout the country are highly favourable; Galveston and the other cities and towns continue healty, emigrants are fast pressing into the country from the adjoining States of the Union; and the prospects of Texas, view them through what phrase we will, are prosperous and encouraging.—*N. O. Picayune.*

EMIGRATION TO THE OREGON.—Not less than Ten Thousand of our fellow citizens have this year left the praries of the Great Valley to encounter the perils and privations of the tedious over-land journey to Oregon. That journey will cost the Emigrants at least six months effort and endurance—in most cases eight or ten months, counting from the time of leaving their homes—will expose them to many days of famine and nights of drenching, chilling storm—it will inevitably cost the lives of some delicate women and children—and will leave the survivors, at the coming on of a winter of incessant rain and sleet, still hundreds of miles from the Willamette, which is their general destination. But suppose they should reach Vancouver by the 1st of December, (which not half of them can possible do,) their food consumed, their clothing worn out, their waggons generally broken or abandoned in the stony deserts of Eastern Oregon—what are they then to do? Where are the dwellings, the provisions, the clothing, for this immense multitude? Who will provide them with the barest necessaries of life? The British agency has done so for their percursors last year, but its means are not inexhaustible, and it may very fairly decline parting with all its goods on time to adventurers who may be in California before another year expires. We fear that the coming winter will be one of extreme suffering with thousands of these misguided people.

We have spoken as though all who set out would succeed in reaching Oregon, but that is by no means certain. We hear with pleasure that a large party had concluded, on scaling the great dividing ridge, to turn south by the Salt Lake, and so proceed down the Colorado to California, and not enter Oregan. This is wise; it is desirable every way, since there will be more settlers in Oregon this winter than there are likely to be food and shelter for. Upper California is a fair country not equal to Virginia and Ohio, by a great deal—no approach to Kentucky and Missouri—but the climate is temperate and the soil reasonable fertile. But Oregon is *not* a tolerably fertile country—not a tenth part of its surface can ever be cultivated at all, while there is not a mile square of it on which a good crop of Indian corn—the best staple, whether for man or beast—can be raised. The multitude of snow-covered mountains, visible from every habitable part of Oregon, ensure cool nights at all seasons, however fervid the days; and heavy frosts after withering heat, are of frequent occurrence. Nothing that frost kills can be raised in Oregon. Wheat grows there, though not as naturally as in Ohio or Western New York, but a middling crop is generally obtained; Rye does well. But if the wheat should this year be struck with frost at the period when frost is fatal, or the potato should encounter a severe drouth, (and the summer is usually very dry there,) the coming winter will be a hard one for the new comers.

And why are they there? they abandon the richest and most inviting region on the face of the earth, where every grain and grass grows in luxuriant pefection; where millions of acres of the best land is offered to them at $1 25 per acre, to be paid for when they please, and where they are absolutely shielded against foes from every quarter. They leave the most beautiful and bounteous prairies and forests, to wander two thousand miles through the most desolate region the sun ever shone upon, and reach a country inferior to New England at last.—Was there ever such fatuity short of suicide?

We hear that one party which started early in the season from Iowa, and did not rendezvous at Independence, but attempted to strike through to the great trail more directly, has lost itself in the region of the Upper Missouri, and will be obliged to turn back for want of provisions. If so, their misfortune is one which its members should reverently thank Heaven for.

The *Union* is ready to repell all rumours unfavorable to the administration, for which we thank it. Will it be so good as to contradict a story which is flying about that *our government* has indirectly furnished means to fit out and stimulate these foolhardy emigrations to Oregon? We presume this rumour can with truth be corrected; if so, it should be.—Will the *Union* oblige us by doing it?—*N. Y. Tribune, July 26.*

HARTFORD FIRE INSURANCE OFFICE

THE recent destructive fire in New York will of course excite solicitude in regard to its effect on the solvency of Insurance Companies in that City, and the neighbouring places. The Directors of the HARTFORD FIRE INSURANCE COMPANY are happy to assure their customers and the public, that they are prepared to adjust, and pay at maturity, all losses sustained by their Office, from their surplus funds and current receipts, without delay, and without withdrawing their permanent investments. Their Capital remains ample for the security of all who insure with them; and they invite owners of desirable property to obtain Policies on favourable terms, both at the Home Office and at their several Agencies. Their mode of transacting business, which for 35 years past has secured the public confidence, will remain unchanged.

By Order of the Board of Directors,
JAMES G. BOWLES, SECRETARY.

July 22, 1845.

Bank of British North America.

FREDERICTON BRANCH.

GEORGE TAYLOR, Esq.—MANAGER.

DISCOUNT DAYS, *Wednesday and Saturday.*

Bills intended for Discount must be left at the Office on Tuesdays and Fridays.

N. B.—The NOTES of this Branch are redeemed *at par*, at all the Branches and Agencies of the *Bank of British North America* in CANADA.

Central Bank of New Brunswick.

W. J. BEDELL, - - - *President.*
SAM. W. BABBIT, - - *Cashier.*

DISCOUNT DAYS, *Tuesdays and Fridays.*

Bills or Notes for Discount must be left at the Bank on Mondays and Thursdays.

☞ The NOTES of this Bank are redeemed at the CITY BANK, Quebec, at par.

Central Fire Insurance Company of N. Brunswick

MONTHLY COMMITTEES.

DIRECTORS FOR JULY, 1845:—*W. A. McLean* and *J. F. Taylor.*

The Head Quarters.

Fredericton, Wednesday, August 13, 1845.

COMMUNICATION WITH CANADA.

There are various rumors afloat about a Rail Road from Halifax to Quebec, and the scheme is said to have received favourable consideration in England—from which the capital to build it—if built at all, must at present come.

It may not at this time, be out of place to notice the pains which appears to have been taken to isolate New Brunswick from the upper Provinces—for what reason we cannot even conjecture—but certain it is, that on the line of road leading from Halifax to Quebec, *within* the Province of New Brunswick, there are a number of miles between the Grand Falls, and the lower part of the Madawaska settlement, where hardly the semblance of a road exists. Through the Madawaska settlement the road is comparatively good, and we are informed, that, with the exception to which we have alluded, passengers can travel with the Mail or by private conveyance with tolerable comfort to Quebec. In these days it appears not only negligent but culpable, in those intrusted with the welfare of this splendid Province, to allow a barrier to exist, which has, and will prevent the intercourse which would undoubtedly lead to the increased prosperity of its people. It would be idle, and worse than idle, to enquire into the manner which has hitherto been pursued in expending public monies on the Great Roads through this Province—the system is not perhaps the best that could be adopted, and to that, more than to those entrusted with its expenditure, is to be attributed the existence of those evils which manifestly retards the growing prosperity of this Colony.

In former numbers we have alluded to the importance of the upper districts of New Brunswick and we now revert to the subject, for the simple purpose of attempting to draw the attention of those, in whose hands the remedy lies, to the existence of an evil, which prevents many a traveller from visiting this Colony, and is anything but creditable to its Public spirit. Whether we have a military road with, or without rails, it surely is the duty of those who have the power to render the communication between this Province and Canada as perfect as present circumstances will permit. It will be some years before the contemplated Railroad can be built, or even the proposed Military road (if not abandoned) finished.

Surely we need not have a gap of fifteen or twenty miles as a monument of our mismanagement on the present line, particularly when it is from the *Upper Country* that the following gratifying state of the Revenue for the last quarter is principally derived—

STATEMENT of the Revenue for the Quarter ending 30th June, 1845, as compared with the corresponding Quarter of 1844.

	Revenue for the quarter ending 30th June, 1844.	Revenue for the Quarter ending 30th June, 1845.	Increase in Sterling.
Ordinary Revenue,	12,369 17 3	17,241 0 7	4,871 3 4
Export Lumber Duty,	320 10 3	4,776 16 2	4,456 5 11
Light House Duties,	1,379 8 4	1,400 16 8	21 8 4
S. & D. Seamen's do.,	557 16 4	638 6 7	80 10 3
Pass. and Emigrant do.	421 13 9	1,026 12 0	604 18 3
From the Customs,	5,599 3 3	6,354 14 4	755 11 1
Loan Fund.	2,433 6 5	3,197 19 11	764 13 6
Incidental Revenue.	0 0 0	3,400 12 0	3,400 12 0
Receipts in aid,	18 15 2	351 1 11	332 6 9
Totals,	£ 23,110 10 9	38,918 10 5	15,800 19 8

*The rate of Light Duty was reduced on 1st April, 1845, from four pence to three pence per Ton.

Treasury, Saint John, 1st August, 1845. B. ROBINSON, *P. T.*

In connection with this subject, we copy with pleasure the following Editorial from the St. John *Courier*, of the 9th inst., and subjoin the Prospectus which has been published of the magnificent scheme in contemplation.

RAILROAD FROM HALIFAX TO QUEBEC AND MONTREAL.

We believe it is well known that the government have for sometime past had it in contemplation to open a Military road from Halifax to Quebec, through this Province, and with that object have caused surveys to be made of the whole route, by competent officers, selected from the corps of Royal Engineers. The reports of these officers were submitted to the Heads of Departments at the close of last season, and during the last Session of the Legislature of this Province, three Acts were passed for carrying more fully into effect the intention of Her Majesty's government. One of these acts placed at the disposal of the Executive all the ungranted lands on the line of the proposed road, to a certain extent, to be disposed of by free grants to actual settlers, for the purpose of encouraging settlement, and thereby securing the important object of keeping the road open in winter. This act, was of course, reserved for the Royal assent. The other two acts which were passed and have become law, were—for establishing the Military road, so soon as completed, one of the Great Roads of the Province, and entitled to all grants and advantages as such; and for constituting the military officer who might have charge of the road for the time being, the Supervisor of the same.

For some time past it has been understood, that the commencement of operations has only awaited the passage of a Grant by the Imperial Parliament which grant had not been made up to our latest advices from England. And now, it appears that some private parties in London have taken the matter up, with the view to the formation of a Railway from Halifax through this Province to Quebec, and thence Westwardly. A prospectus issued by the provisional Committee of a proposed Company has been received, and we are to-day enabled to lay it before our readers. We hear that the Provisional Committee have addressed a memorial on the subject to Her Majesty, which has been referred to Lord Stanley for a Report; and that the same Committee have addressed a memorial to the Executive of this Province, asking countenance and support, and praying that the Legislature of New Brunswick may be called upon to grant the necessary powers and privileges, for carrying the proposed Railway through the Colony.

The necessary preliminary steps having thus been taken, the establishment of such a line of Railway now becomes matter of grave consideration. In the absence of information, we cannot offer any opinion as to the probable cost of such a Railway; but what ever may be its cost, we feel assured, that with the cordial co-operation and assistance of Her Majesty's Government, and of these Colonies, it could not fail to become a profitable line of road, and one which would have great influence over the future prospects of British Noth America, whether financially, commercially or politically. We have not space or time to day to dilate upon the many advantages which would result from bringing distant points more closely together, and thus, as it were condensing these Colonies, by such a Railway, or the immense impetus which would be given to emigration, the settlement of the country, and its foreign trade.—We shall speak more fully on these subjects hereafter, and shall be happy to hear from our correspondents on the subject.

HALIFAX, QUEBEC, AND MONTREAL RAILWAY COMPANY.

With power progressively to extend the same Westwardly to the Pacific Ocean, form Branches, and purchase and improve Lands upon the line.

Capital, £2,000,000, in 800 Shares of £25 each;
Deposit, £1 17s. 6d. per Share.

The contemplated chain of steam and railway communication from England, in connection with the projected railways to the West of Ireland, will necessarily facilitate and increase commercial and passenger intercourse with the continent of America, inasmuch as the communication between London, Quebec and Montreal, may then be effected in an average of nine days; and there can be no doubt that the influence of railroads in the New World will be more striking and rapid than in any of the European States. In this conviction, it is proposed to commence a line of communication from Halifax in Nova Scotia, (which is 1000 miles nearer England than the city of New York,) through New Brunswick to Quebec and Montreal, with power to extend the Line onwards to the Pacific Ocean at the mouth of the Oregon river.

The shipping between Great Britain and the States of British America at present exceeds the aggregate foreign shipping of Great Britain with the whole of Europe. The population of our Colonies in North America, in 1842, including Canada and Nova Scotia, was 1,621,152 souls. In that year the official value of their imports into the United Kingdom was £1,391,255; and the exports from the United Kingdom amounted to £2,445,525; of which £3,878,160 consisted of English and Irish produce and manufactures. The number and tonnage of their vessels entered inwards in the United Kingdom were respectively 1552 vessels, and 540,448 tons. Those cleared outwards from the United Kingdom into these colonies were 1,329 vessels, and 445,570 tons. The facility lately afforded the Canadians for sending us American flour has been the means of increasing our imports in that article nearly fourfold; from all which it may appear what immense and rapid increase of our Colonial commerce must accrue from the facilities proposed to be created by the projected railway intercourse.

It is aparent that such a line of railway, superseding the dangerous and uncertain navigation of the St. Lawrence, and the tedious canal, lake and river conveyance of the American states, must command the whole stream of passengers, mails, and merchandise to and from the European, American, and Asiatic nations,—opening upon a new, more rapid, and secure communication with China and the Eastern world, and the Western shores of South America, than by any existing route.

On the completion of this grand project, passengers and merchandise will be conveyed from Halifax to the mouth of the Oregon River in five days. Such an extraordinary saving of time in the communication between this country and our vast possessions in India, China, and the Islands in the Pacific Ocean—with the yet greater saving as respects the Western shores of the rising states in South America—cannot fail to give an immense impulse to our commercial interests; and being accomplished through our own dominions, it will render our intercourse with the Easter world independent of the caprice and foreign interference to which we are at present exposed.

To Ireland in particular, the projected line of communication will be above all things serviceable in developing her natural capabilities for becoming the centre of European and American commercial intercourse. It is rightly observed by Dr. Kane, that, as respects the position of Ireland for foreign trade, there is no country in the world her superior. She is placed as it were by nature, the key of the two hemispheres, the point by which America first communicates with Europe, and the last on which the traveller to the West can pause. Her Westerly situation enables vessels from her ports to escape the perils of channel navigation, and at once to obtain an offing which enable them to bear out from any port of either continent. The evidence collected by parliamentary inquiries as to advantages of harbours on the Western coast is quite decisive. The voyage from American to the West of Ireland and back again, could frequently be made in the time that vessels take in clearing the channel from Liverpool, from London, or from Glasgow.

A work of this character is pre-eminently adapted to facilitate the emigration of such portions of the rapidly increasing population of this country as may want employment. The climate is in many respects similar to our own; the distance is so inconsiderable as to allow almost a weekly communication with the native place of each emigrant; and when the railway is complete, the most remote part of the interior will have a daily intercourse with the out-posts in each direction; by which means the settlers in a new land may reach their destination in one twentieth part of the time hitherto consumed in such journeys, with their strength and spirits unimpaired, and probably at less than one-fourth of the expense; thus a very extraordinary increase will take place in the population of those fine but uncultivated Provinces, which must add

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