

GENERAL INTELLIGENCE.

RAIL ROADS IN THE UNITED STATES.

The first Steam Rail Communication in the United States was in 1833. This was upon the Mohawk and Hudson Road. By the close of 1840 there were in operation 2380 miles. At the close of 1849, there were in operation 5797 miles, at an aggregate cost of £71,625,000; being an average cost of a little over £8,000 per mile. We have not received some recent statistical information on Rail Roads in the United States that we wished, but the whole amount of Rail Road communication in that country is now about 10,000 miles. The low rate at which roads are built in America, compared with England, is due to several circumstances, such as the following: in exemption from parliamentary expenses in obtaining a charter—the moderate cost of land—the low rate of legal expenses, and the facts that American lines are generally surface lines, without expensive cuttings, &c., and with single tracks, except where business require them to be double. We believe the general rate of fare in the Northern States is about three and a quarter cents per mile—in some cases less than three cents. The principle northern cities are all centres of Railway communication. Each has its numerous local lines around it; and each is rapidly opening communications with the great interior of the continent.

The value of Rail Roads has been thoroughly tested and established in the United States, as well as in England and elsewhere. While their cost of building and maintenance is greater than was at first estimated, their rapid transportation at low charges, attracts an almost inconceivable amount of business, and renders their existence, after once in operation, entirely indispensable. The wealth, trade, social advancement, and political influence which they beget, are almost incalculable; and there cannot be a doubt but the United States are greatly indebted to their extensive Rail Road communication for their increase in these during the last few years.

RAILWAY BILL CONFIRMED.—Letters were received in town yesterday (via Halifax) from Mr. Jackson, intimating that the confirmation of the Railway Bills, by the Colonial Secretary, would be sent out by the steamer of the 25th Dec. (now due at Halifax). We may therefore look for full particulars, we think, by the Mail. No doubt the President, Mr. Jardine, will receive information as to the time of commencement, &c.—*News.*

RAILWAY SURVEYS.—We believe it is not generally known that some special surveys, in connection with Railways in this Province, are now going on, under the orders of Mr. Beatty, C.E., who visited this Province last season by direction of Mr. Peto, M.P., one of the contractors.

Mr. Wilkinson is now engaged in making surveys on the route by the Douglas Valley to the American frontier, with the view of getting a route from this City into that Valley, without following the crooked and expensive line by the banks of the Nerepis.

On Wednesday last, Mr. Ramsay commenced at the head of the Marsh, about four miles from this City, to survey the level from thence eastwardly, by the old Westmorland road, to Hammond River. From this line, Mr. Ramsay will make cross sections, North and South, in order to obtain the exact configuration of the country in that direction, with all its elevations and depressions. The true features of the tract between the Kennebec and Loch Lomond will thus be presented at one view, and this may probably result in a new route for the railway from the Marsh to Hammond River, which will avoid the long and expensive detour by Gondola Point.—*New Brunswick.*

THE SUSPENSION BRIDGE.—We are happy to say that owing to the favorable weather, this Bridge is approaching rapidly to completion. Workmen were employed yesterday in nailing down the flooring, while scores of persons were crossing, and gazing to admire the beautiful and romantic views which are presented at different points on the roadway of the bridge.—The railing is not yet put up—this is to be of truss-work, five feet in height, and while adding greatly to the stiffness of the bridge, will contribute materially to its appearance and general effect.

The roadway between the towers is 630 feet; the height from the water at high tide, about 75 feet—at low water, 100 feet. The cables are ten in number, five on each side. Each cable is composed of 300 wires, of the size known as No. 10—and served round, on the outside, with wire of the same size. The suspension rods, altho' they look slight, have each been proved with a weight of four tons—a weight very much larger than can by any possibility be brought to bear upon them. From the numbers who pass daily, there is every reason to presume on the substantial character of the bridge, and we wish Mr. Reynolds a handsome reward for his success.—*New Brunswick.*

LOSS OF LIFE.—We regret to learn from the Freeman of Yesterday, that the fire on Tuesday evening, was attended by loss of life.

A poor woman, named Cooper, who lived in White's House, in one of the garrets, was burned to death. She was found in one of the lower rooms, her head burnt almost to a cinder and a great portion of the flesh on her shoulders, hips, &c., quite burned away. It is stated that her son, a little boy of about seven years of age, was in the garret with her and escaped as the fire had reached it.—*News.*

MELANCHOLY ACCIDENT.—On Thursday evening last, while two lads 14 or 15 years of age—one, a son of Mr. John Weston—the other, a son of Mr. Richard Foote—were skating on the ice on Cheggogin River, they both fell through. Their cries were heard by Mrs. Bain, who sent her son to the spot, and he succeeded in getting out Foote, apparently lifeless. After some time, he resuscitated; and it was only then it became known that the other boy was with him. After being about an hour in the water, Mr. Weston's son was discovered, and drawn out, but too late to save his life.—*Yarmouth Herald.*

Fraser's Magazine, for December, says, "A few years ago, say even this day five years, M. Louis Napoleon Bonaparte was three years in arrears of rent in the parish of St. James. He could not pay his tailor's, or his upholsterer's, or his wine-merchant's bill, or meet one-half of his engagements in the city or in the West-end."

On the 643 miles of railway in operation in Ireland the receipts for the week ending the 20th November, amounted to £12,329, giving an average of £19-3s. per mile, per week. The lowest rate of traffic upon any line in Ireland was on that of Kilkenny, which was only newly opened, and not all developed, and the receipts on that railway were £7 4s. per mile per week.

ITEMS OF FOREIGN NEWS.

FRANCE.—The votes for the Empire were counted on the 2d of December and the result was laid before the Emperor at St. Cloud by M. Bialuit, to which the former replied, saying:—"I take from this day the crown of Napoleon III., because the people have bestowed it upon me with their acclamations; because the Senate has legally proposed it, and because the whole nation has ratified it. Receive here my oath, that no sacrifice shall be wanting on my part to insure the prosperity of my country, and that whilst I maintain peace, I will yield in nothing which may touch the dignity of France."

At one o'clock, Napoleon made a public entry as Emperor into Paris. A telegraphic despatch in the London papers says that the entry took place amid the people, National Guard, and army. A formal proclamation of the Empire was made at the Hotel de Ville at 10 A. M. The Empire will be proclaimed in all the departments Dec. 15th.

The English and Belgian Ministers have formally presented their letters, accrediting them to the Imperial Court.

The Emperor has set at liberty a great number of political prisoners, and an article has been published in the *Moniteur*, offering the imperial pardon to all exiles (except those guilty of the highest crimes) who are suffering for their former disobedience to the Government, upon promising that they will abstain from similar conduct in future.

The Ministry have resolved not to sanction any more new railways in any part of France until those now in the course of construction are completed, or, at all events, further advanced.

Prince Albert of Saxony is a rival of Louis Napoleon to the hand of the Princess Neocla Vasa of Sweden. The alliance of the Emperor with the Neapolitan Princess is still currently spoken of in Paris.

The imperial crown, ordered some time since, is now ready. The jeweller is now engaged in preparing a casket of jewels for the future Empress.

Gen. Rybinski, a distinguished Polish General, has forwarded an address to the Emperor, saying that the Poles will range under his banner should France renew her wars.

A Birmingham manufacturer has received an order to coin 700 tons of copper into the coinage of the new French empire. Four thousand tons are required in all, and it will require four years to complete the work.

The seal of the Emperor is to be a crowned imperial eagle reposing on thunder (*reposant sur la foudre*). All official seals are to be after the same model.

A battle had been fought in Algeria between the French troops and some insurgents. The latter were routed, with a loss of 200 men killed, 2000 camels, and 20,000 sheep.

CAPE OF GOOD HOPE. The accounts from the Cape represent the war as still smouldering, but the Kaffirs are quite dispirited. The official despatch states that the Waterkloof is quite cleared of the rebels, and that Sandilli has but few followers in the Amatola.

AUSTRIA.—However pacific the intentions of the new French Emperor may be, the papers at Vienna are sounding the old alarm, that a deeply laid plot has been formed for a revolution in Savoy—of course with the object of annexing that converted territory to France. The Ministerial organs go farther, and declare that even in Piedmont a very strong French party exists, which would be glad to form a more close union with France. The articles are exceedingly warlike. It is also declared that Radetsky has demanded reinforcements for his army in Italy, and that his demands will be complied with.

SPAIN.—Madrid letters state that Senor Narvaez had a long interview with the Queen, and it is thought that he will be called to power.

Spain is about to show her gratitude to Columbus, by erecting a bronze colossal statue of the discoverer of the Western World, in one of the squares of Madrid.

RUSSIA.—Letters from Russia state that important movements of troops are taking place throughout the entire kingdom of Poland. An inference is drawn that the Czar is preparing for eventualities in the west of Europe.

A battle is reported between the Russians and Circassians, in which the former were defeated, with a loss of 30,000 men, and 100 cannon.

The *Rochester Daily Advertiser* of the 20th ult. says, that almost every train that comes down the Niagara Railroad brings passengers for the East, who are emigrating from Canada to the gold regions of Australia. The parties are mostly English, Canadian and Scotch. It is estimated that the emigration from the British Provinces to South Australia during the Spring will be surprisingly great. Hundreds, we learn, are selling out farms, stores of goods, and arranging matters for their export in the early part of 1851.

A Chinese merchant, convicted of having killed his wife, was sentenced to die by the total deprivation of sleep. The condemned man was placed in prison under the surveillance of three guardians, who relieved each other every alternate hour, and who prevented him from taking any sleep night or day. He lived thus for nineteen days, without having slept for a single minute. At the commencement of the

eight day his sufferings were so cruel, that he begged they would kill him by strangulation.

ARRIVAL OF THE ASIA.

Seven Days later from Europe.—Defeat of the Ministry. The steamer *Asia* for New York, put into Halifax on Saturday for coals.

By the Halifax Mail on Wednesday morning, British papers of dates to the 18th were received at the News Room. The news from England is unusually important.

The debate on the Budget lasted four days, and on Friday, the 17th ult., the House divided on a resolution affirming the "House Tax," when there appeared—for the motion, 286; against it, 305; majority against the Ministry, 19. The result had caused intense excitement, and it was thought the Ministry would resign. Lord Derby had gone down to Osborne to see the Queen.—The House adjourned from Friday to Monday.

COUNTRY MARKET.

ST. JOHN, Jan. 8, 1853.

The following are the Current Prices for the week ending January 8.

Beef on foot, from \$4½ to \$5½ per 100 lbs.
Beef, by the quarter, from 3d. to 3½d. per lb.
Mutton, from 3d. to 3½d. per lb.
Lamb, from 3d. to 3 1-2d. per lb.
Pork 4 1-2d. to 5d. per lb.
Oats from 2s. 6d. to 2s. 9d. per bushel.
Butter, from 11d. to 1s. per lb.
Eggs, from 8d. to 9d. per dozen.
Potatoes, from 2s. 9d. to 3s. per bushel.
Geese, from 2s. 6d. to 3s. 6d.
Turkeys, 6d. to 7d. per lb.
Chickens, from 1s. 9d. to 2s.
Cheese, from 4 1-2d. to 5d. per lb.
Buckwheat Meal, 10s. per cwt.
Hay, from £4 10s. to £5 per ton.

MARRIAGES.

In Kingston, K. C., on the 23d ult., by the Rev. John Perry, Mr. Jacob Ganong, to Miss Mary, eldest daughter of Mr. Warren Erb.

At the same time, by the same, Mr. Henry Erb, to Miss Harriet Deforest.

On the 29th ult., by the Rev. James Herritt, Mr. Elisha Fowler, to Miss Margaret Elizabeth, daughter of Mr. Joseph Baxter, both of Norton.

In St. John, on the 6th inst., by the Rev. E. McLeod, Mr. James Prince, of the Bend, to Miss Eliza Nice, of Carleton.

Also, in St. John, by the same, Mr. Stephen G. Jones, to Miss Elizabeth Vanwart, both of Hampsted, Q. C.

DEATHS.

In the Parish of Johnston, Q. C., on the 20th Dec., Mr. John Reed, School Teacher, aged about 45 years.—He died in faith.

In Greenwich, K. C., on the 8th inst., Mr. Henry Belyea, aged 84 years.

ETNA, PROTECTION, AND HARTFORD INSURANCE COMPANIES.

AGENCY, ST. JOHN, N. B. }
7th January, 1853. }

THESE are to certify, that Messrs. ROBERT and HUGH DAVIS, having recently lost by Fire their Milling Establishment in the Parish of Hamstead, Queen's County, and having furnished me with the several proofs required by the conditions of Insurance, and being satisfied therewith, I have paid them their claims; and do hereby declare that I still do, and have no desire to relinquish the Insurance on their Property in Woodstock, or to effect further Insurances for them if required, notwithstanding the several rumours that have been circulated regarding the origin of the Fire, and also as to the value of the property recently destroyed.
A. BALLOCH, Agent.

NEW BRUNSWICK HOTEL.

CHARLOTTE STREET,

Nearly opposite the Country Market, St. John, N. B.

THE Subscriber would respectfully intimate to the Travelling Public, that extensive improvements have been made to the above House, and that it has been well furnished and renovated, and good accommodations is now offered to Transient and Permanent Boarders.

This House is conducted on strictly Temperance principles.

Good accommodations for Horses. An experienced Hostler will be in attendance.

E. W. FLAGLOR.

St. John, N. B., January, 1853.

BRICK BUILDING,

SOUTH SIDE KING STREET.

150 BOXES, Half and Quarter Boxes best RAISINS; 5 Casks Cooking do.,

5 Drums Sultanina Raisins;

3 Casks CURRANTS; 10 Kegs GRAPES;

50 Bbls APPLES; 20 bbls. ONIONS;

50 Bags WALNUTS; 10 bags soft shelled ALMONDS;

4 Bags Castina NUTS.

150 Bbls. Canada Superfine FLOUR;

1200 Pounds Clark and Thomson's CHEESE;

15 Bbls. Porter's FLUID;

With a general assortment of GROCERIES, SPICES, &c.

Jan. 15,

HANNAH & UNDERHILL.

BOOK AND JOB PRINTING

EXECUTED AT THIS OFFICE WITH NEATNESS AND DESPATCH.