

How does the writer know? No resolution was submitted on the subject, and no vote was taken? We believe that, had Government introduced the resolution, as they promised to do, it would have been carried, for, independent of the very great influence it had with the late House, many a member would have hesitated long before he would have voted against a measure, on the eve of an election, which nearly the whole country seem desirous to see adopted. But the Government was afraid to fulfil their promise, and introduce the measure, lest they would be obliged to "go out of office!" Why not have introduced the resolution, and, if defeated, appeal to the people upon it? Then the people would have believed there was some sincerity in their professions—that they really meant to do something—and would have rallied to their support. Again, how silly is the excuse that they were (or are) prepared for the measure if the people will it! Why, a man might sit in the Assembly twenty years with the same excuse, and yet never once attempt to introduce and pass a measure he considered of the greatest benefit to the country! Whose place is it to introduce measures that change the constitution of a country? Most undoubtedly the Executive Government of that country—the men who are professedly "Responsible." It is in vain that our contemporary attempts to plaster over the faults of the present Administration. He would fain give them credit for that which they would not do, but he will fail—the country will not believe him.

"THE FINEST PISANTHRY."

A late number of the *Quebec Morning Chronicle* quoted an article from the *Edinburgh Review*, in which the following passage occurs—"O'Connell, be it remembered, knew well that he talked nonsense about hereditary bondmen and the finest peasantry in Europe." This roused the ire of a person who wrote to the *Quebec Gazette*, under the signature of *O'Chan*, thus:—

"Such is the insulting language of the *Morning Chronicle* towards the Irish population of this city: it needs no comment. Could the *Gentleman* Editor of the *Quebec Chronicle* not be brought to a proper sense of propriety in one way or another?"

This is a fair specimen of the insolence, and overbearing manner of the Irish Catholic, the moment they find themselves in a community where the Protestants are numerically weak, or disorganized. Mark the fastidiousness, the eager desire to find cause of offence, and the misconstruction. But mark particularly the closing words, which we have italicized. Every person acquainted with the history of the south of Ireland, must understand the hint. What an ideal—to maintain their claim to "the finest pisanthry" men would be guilty of Thuggism!

The last *Courier* contains the audacious and unfounded statement that "another advantage that ought to be maintained in connexion with the proposed line is, that it will be fifty miles shorter from Halifax to Montreal, by way of St. John and Portland, than by way of Halifax and Quebec." If the Mayor of St. John has no person about his office capable of measuring a map, he should have made enquiries of a Surveyor before making such wild assertions as the above. The distance from Halifax to Montreal, by the projected route *via* St. John, is about 843 miles, while the distance from Halifax to Montreal *via* the surveyed line to Quebec, is 815 miles, being about 28 miles the shortest of the two. The *Courier's* inexcusable mistake is only 78 miles, which, at £5,000 per mile would cost only £390,000 to construct!

ATTACK ON THE POLICE.—On Wednesday evening, the 24th ult. two rowdies were fighting in York Point, and two Policemen who interfered were shamefully maltreated. They were stoned, beaten, and stabbed, and were obliged to use their arms in self-defence; and would in all probability have been murdered had it not been for the timely arrival of the policemen, who hastened to their assistance. They succeeded at last in capturing three of their assailants. St. John papers treat this matter lightly, but we are informed that it was a very serious affair, and that several shots were fired.

In the Canadian House of Assembly one of the Reporters recently requested a member who was near not to interrupt him. For this he was called to the bar and reprimanded. This so offended the Reporters that they left the House in a body and refused to report longer.

CANADIAN RETRENCHMENT.—The last *Courier* says—"The members of the Government propose to reduce their own official salaries to the following rates:—The two Attorney Generals, \$3600 each; Provincial Secretary, Commissioner of Public Works, and Receiver General, \$3400 each; Assistant Commissioner of Public Works, \$2400; two Solicitor Generals \$2100 each per annum." This is not correctly represented. A select committee of the House of Assembly was appointed to report upon the reduction of salaries. The Government opposed their report, and was defeated; the reductions, therefore, instead of being voluntary on the part of the Government, originated with the people.

THE RAILWAY DELEGATION.—The Railway Convention was to sit in Portland yesterday, and it was supposed the sittings would occupy three days. We perceive that the hon. Charles Fisher was chosen as one of the Delegates for the county of Charlotte. This is significant, as it evinces the hostility of that county generally, to the lower route.

PROFESSOR WEBSTER.—All efforts to obtain a commutation of the sentence of this man proved unavailing, and he is to be executed on the 30th of this month. When the Death Warrant was read to him in the Jail, he said—"God's will be done—I am entirely reconciled to my fate!" He has since, at his own request, had an interview with Littlefield, the principle witness against him, when he asked his forgiveness, and said—"Mr. Littlefield, all that you said was true—you have misrepresented nothing—but, as a dying man I have no recollection in regard to the sledge hammer."

SPAIN.—The Spaniards are, just now, the laughing-stocks of Europe. They are enthusiastically rejoicing at the prospect of a Prince being born to them—they all protest against its being a Princess, and having made up their minds that it must and will be a Prince, they have already given him his names and titles. That matter having been settled to their satisfaction, a shrewd print-seller at Madrid, who appears to understand the foibles of his countrymen, hit upon the money-making expedient of getting up the portrait of this Prince in embryo! The speculation took, and many thousands of copies have been sold, the peasant-women run into Madrid in crowds, and returning delighted, each with a likeness of "the sweetest young Prince that was ever un-born!" Whilst this has been transacting at Madrid, a printed paper has been handed about in Paris, bearing the signature of the King-Consort of Spain, in which he disclaims the paternity of the child and threatens to make some scandalous disclosures!

WAR IN THE WIGWAM!—We have been somewhat amused lately to see our contemporaries in this city at war with their Radical friend and brother, the "New Brunswick." The point of difference seems to be this: that the Head Quarters and Reporter wish the present Executive to stand their ground as long as possible, and if they must fall, to fall altogether; while the New Brunswick wishes Mr. Wilmot to desert his colleagues, and form a new Government. In the event of his not complying with this exceedingly modest suggestion, the New Brunswick threatens the Attorney General with its decided opposition. This admits of a very simple interpretation. Certain members returned for St. John advertise themselves "for sale;" the price must be seats in the Executive, and if this price is not obtained, they promise to oppose the present Government! Well, our Radical friends are welcome to differ as much as they like—we shall not interfere with them—but we must say that the course recommended by the Fredericton press is by far the most honorable of the two.

THE BRITISH NORTH AMERICAN.—We have received the first number of this Journal, published at Halifax by our old friend Mr. John H. Crookill. It is a neat quarto, well got up. We are glad to see him in the field once more, and wish him success.

THUSOLOGY!—This is the name given to a new science, now being taught in St. John by Messrs. Burr.

THE HARMONEONS.—These charming minstrels have lately been giving concerts in St. John. They promise shortly to visit Fredericton.

PLEASURE TRIPS.—On Monday last the Steamers *St. John* and *Reindeer* brought pleasure parties to this place from St. John, and returned the next day; the *St. John* on her return taking on board passengers bound on a pleasure trip to Eastport, Calais, and St. Stephen. The *Forest Queen* also left on Tuesday night, with many passengers for the same ports, the parties being on their way to attend a Temperance demonstration at St. Stephen.

THE CROPS.—Never did we witness better growing weather than during the last two months,—alternate sun and showers. The crops throughout the interior of the Province are heavy almost beyond precedent, and if we are blest with good harvest weather, our farmers will have enough to provide for the wants of our own people, and much to export. Corn, Wheat, Potatoes—everything is in the most thriving condition imaginable.

The last *Courier*, in an article upon the "Great Eastern Railway," has the following:—"In the event of the line passing through St. John, which appears to be the only feasible course," &c. Now we can tell our contemporary that a "feasible course" can be found from Bangor to the Bend of Petitcodiac, at least fifty miles shorter than the line through Calais and St. John, and presenting much less engineering difficulties.

ERRATA.—In our last number, in announcing the arrival of the Royal Mail Steamer, instead of "Hibernia" read "Asia." In a former number, instead of "Queens sends three members," read "Queens sends two members."

THE NEW AMERICAN CABINET.—Some of our exchanges contain a statement that President Fillmore has formed his Cabinet, with Daniel Webster Secretary of State. This account is premature, as we learn from the last advices that the Cabinet was not yet formed.

THE ST. ANDREWS AND QUEBEC RAILWAY.—Extracts from an advertisement under the above heading, copied from the *London Times* and *Daily News*, have appeared in some of our provincial journals, said extracts containing the grossest misrepresentations, evidently put forth with an evil design. We sincerely hope it may be made to appear that the author is not an authorized agent of the Company.

THE EXPRESS.—We would respectfully direct the attention of the public to the advertisements of Messrs. Street and Nash, who now run an Express to St. John, Boston, Windsor, &c. From the high character of these gentlemen, we have no hesitation in stating our opinion that packages of any value may be safely entrusted to their care.

The Executive Government of Canada have announced their intention of aiding New Brunswick in a line of communication (railway or canal) from Trois Pistoles to Lake Temiscouatta.

The hull, engines, machinery, &c., of the Steamer *Viceroy* were sold at Yarmouth, on the 25th ult. for the sum of £180 currency.

Pursuant to a requisition to His Worship the Mayor, a meeting of the citizens of Fredericton was held at the County Court House, on Friday the 24th inst., at 7 o'clock, p.m., to take into consideration the present state of the City affairs.

Capt. Chestnut having been called to the chair, and Mr. Thos. A. Temple appointed Secretary, the following Resolutions were moved by Robert Gowan, Esq., seconded by Mr. Alex. McKilligan, and carried unanimously.

1. *Resolved*, As the opinion of this meeting—that a committee should be appointed, consisting of ten citizens, to consider and report to an adjourned general meeting, the course which they would recommend to be adopted by the City Council in reference to the Market House in Phoenix Square.

2. *Resolved*, That no person should be appointed to serve on such Committee who is now, or has been, a member or officer of the City Council, nor who is the owner of, or directly interested in property contiguous to either the old or new Market House.

3. *Resolved*, That such Committee should be composed of an equal number of citizens from each of the two general districts of the City, and that they have power by a majority of votes

to appoint another member to the Committee, a majority to be a working quorum.

The following Gentlemen were then appointed members of the Committee.

W. J. Bedell, Justin, Spahn, Alex. McCausland, Sam. W. Babbitt, T. R. Robertson, Patrick Kirlin, J. C. Allen, John Gregory, Sylvester Wood and Andrew Inches.

On motion of R. Gowan, Esq., *Ordered*, That a copy of the foregoing Resolutions be sent to each member of the Committee.

On motion of T. R. Robertson, Esq., *Ordered*, That Editors of City papers be requested to publish the proceedings of this Meeting.

On motion of W. J. Bedell, Esq., *Ordered*, That this meeting do stand adjourned until Saturday the 10th day of August next, at 7 o'clock, p. m., then to meet again at same place.

R. CHESTNUT, Chairman,

THOMAS A. TEMPLE, Secretary.

THE TELEGRAPH WIRES.—The derangement of the telegraph wires on the Nova-Scotia line, on Monday last, is thus accounted for in the *Halifax Sun* of Wednesday:—

"During the thunder storm on Monday morning, the Electric fluid entered the window of the operator's room in the Telegraph office, struck the relay instrument, injuring several screws, and passing along the connecting wire into the interior of the coil, completely fused and consolidated the same. The copper wires leading into the battery room were melted. The shock was felt throughout the building. Fortunately, the operator was not at the key at that moment, or the consequences might have been fatal.

"The bolt which destroyed the instrument, alluded to above, struck on the wire 12½ miles from this City, damaging fifteen poles, and destroying one or two altogether."

ACCIDENT AND NARROW ESCAPE.—On Friday last, as a son of Mr. Humphreys, in Portland, a lad about 13 years of age, was driving a waggon, in which were his mother and five young sisters, along the road which skirts the lake this side of Torry Burn House, the horse took fright, and plunged into the lake, carrying the waggon and all who were in it along with them. The lad with wonderful presence of mind, succeeded in rescuing four of his sisters, and Mrs. Humphreys with an infant in her arms, was also rescued by a family who reside near the lake. The escape of all was most miraculous. The horse was drowned.—*New Brunswick.*

THE RAILWAYS OF THE WORLD.—One of the most surprising circumstances attending the creation of railways is the amount of capital which, within a limited period, has been expended in their construction and equipment. According to the calculations supplied in the work before us, there were in operation at the commencement of 1849, in different parts of the globe, a total length of 18,656 miles of railway, on which a capital of £368,567,000 had been actually expended. Besides this it is estimated that there were at the same epoch, in progress so construction, a further extent of 7829 miles, the cost of which, when completed, would be £146,750,000. Thus, when these latter lines shall have been brought into operation, the population of Europe and the United States (for it is there only that railways have made any progress) will have completed, within the period of less than a quarter of a century, 26,485 miles of railway; that is to say, a greater length than would completely surround the globe, at a cost of above £500,000,000 sterling. To accomplish this stupendous work, human industry must have appropriated, out of its annual savings, £20,000,000 for 25 successive years! Of this prodigious investment the small spot of the globe which we inhabit has had a share which will form not the least striking fact in her history. Of the total length of railways in actual operation in all parts of the globe, twenty-seven miles in one hundred are in the United Kingdom! But the proportion of the entire amount of railway capital contributed by British industry is even more remarkable. It appears that of the entire amount of capital expended on the railways of the world, £54 in every £100, and and of the capital to be expended on those in progress, £68 in every £100 are appropriated to British railways!

Lieut. Gale ascended, on Monday last in his balloon from the Swiss Gardens, Shoreham, crossed the channel, and effected a descent in the neighbourhood of Dieppe.