GREAT-BRITAIN, &c.

HOUSE OF COMMONS—August 17.

OFFICE OF LORD CHANCELLOR.

Mr. Lynch could not allow the session to close, without asking ministers whether they had come to any determination, and what, respecting the office of Lord Chancellor and his judicial duties.

Lord J. Russell.—I am obliged to the honourable member, and to the house generally, for the indulgence it has shown with respect to this arduous question. Ministers have been, of course, unwilling to come to any decision which might be tho't hasty or inconsiderate, and hence much of the delay that has occurred; but I intend to propose in the next session a measure, by which a permanent judge for the Court of Chancery will be appointed. (Cheers.) I need not say that the question of the separation of the political and judicial functions of the Lord Chancellor requires to be examined with great care, and weighed with extreme nicety; it may be necessary to make a provision for an additional judge; but that and all other parts of the subject call for mature consideration. (Cheers.)

REDUCTION OF CUSTOMS' DUTIES.

On the motion of Mr. P. Thomson, the house resolved itself into a committee on the Customs' Duties Acts.

Mr. P. Thomson then proposed a resolution, imposing a duty of sixpence per pound upon coffee, the produce of the East Indies or Sierra Leone.

Mr. Ewart approved of the change, and urged that the duty on East and West India Sugars ought to be equalised.

Mr. Thornely wished that the duties on sugar should be equalised. There was no reason why East India sugar should pay a higher duty than that from the West Indies.

The resolution was then agreed to.

Mr. C. P. Thomson then proposed a resolution, that the duties on ashes, the produce of the East Indies, should be equalised with those on the same article from other countries.—Agreed to.

Mr. C. P. Thomson then proposed that a duty of 1d. a bushel be imposed on the importation of rice from the coast of Africa. There was now a difference on the duty on rice from British settlements and from other places; it was, however, hardly possible so tell where it was produced, and the present arrangement was attended with great inconvenience.—The resolution was then agreed to.

The house then resumed, the resolutions to be reported to-morrow.

August 18.

Upon the motion of Mr. P. Thomson, the tonnage admeasurement bill was read a third time and passed.

The report on the customs' acts was brought up and agreed to.

The wood duties' bill went through committee, was reported, and ordered to be read a third time to-day.

On the 19th, the Duke of Cumberland, on presenting a petition from Trinity College, Dublin, for the support of the Church and against the Irish Church Bill, took the opportunity to contradict statements that had been made, of his having countenanced the establishment of Orange lodges in that University; he had done no such thing. He added, that he had not countenanced their establishment in any place where it was deemed that they could be prejudicial, nor on any occasion where he had not been applied to. As to the charges preferred against him out of doors, he cared nothing about them.

From the London Courier.

The report of the Colonial Military Expenditure Committee was brought up, and the resolutions read. They stated that with respect to the amount of military force in New South Wales, Van Dieman's Land, and in the North American Provinces, the Committee have no suggestions to offer. The Committee consider that increased reductions may be made in the Commissariat, Ordnance, and Barrack establishments in the Colonies, and recommend that Government should institute an examination into the nature and duties of each department, with that object. With respect to the Indian Department, the Committee are of opinion that it may be greatly reduced if not entirely abolished; they also direct the attention of the house to the expense of the articles annually distributed to the Indians, with a view to the commutation of such presents for money. The last resolution states—

"That the advanced period of the session renders it inexpedient for the Committee to inquire into the establishments of the Mauritius or the West Indies; that it be recommended to the Government to cause inquiries to be made on the following points:—

"The comparative casualties of troops in those colonies for the last seven years, with remarks on the effects of climates, and the results that have followed the change of stations, with reference to health.

"The propriety of substituting native corps, or corps partly composed of the inhabitants of the Mediterranean colonies, for British troops, with reference to health, efficiency, and expense."

New Law for Registering Vessels.—A letter has been received from Mr. Charles Wood, who is now in London, watching the bill before Parliament, for amending the present method of measuring vessels for registry, in which he states that there is every reason to believe that this bill will pass before the end of the Session, and that it is such as will give satisfaction to all parties. The only point which Ministers are scrupulous about is the divisor—they wishing it to be 3500, instead of 4000; but it is to be hoped that the latter will be adopted; for on reference to Messrs. Wood and Mill's report on the subject, the reason is thus clearly stated. 'In the Bill, (Mr. P. Thomson's) it is proposed to divide the product by 3,500.' This, however, increases the tonnage; whereas the divisor would require to be such as would as nearly as possible bring out an approximate tonnage to that by which they are now registered; for, as the report of the Committee appointed by the Lords Commissioners of the Admiralty, says,—'The tonnage thus found is not intended to shew the real capacity of the vessel, though bearing towards it nearly the same proportion which would result from the average of a large number of cases, on the application of the old and imperfect rule.' A divisor, there fore, of 4000 appears to answer this end better, as may be seen by the following table:—

	Divided by 3500.		Divided by 4000.		Old tonnage.
Dunira,	1596	-	1396	-	1378
Asia,	1146	-	1008	-	1012
Palmyra,	690	-	604	-	602
Alexander,	592	-	518	-	523
Java,	456	-	402	-	411
Columbia,	341	-	299	-	313
[illegible]	233	-	204	-	207

The above mentioned vessels, however, it is proper to observe, are merchantmen, and the bluffest of the kind; whereas there happens to be, notwithstanding the severity of the present law (Geo. III cap. 74,) several vessels of a sharper and more scientific description, such as packets, coasting vessels, &c. which are taken into consideration by Government, in proposing 3500 as the divisor, and, to do them justice, may thus be scientifically, though not equitably, correct; for this simple reason, that the proportionate number of sharp vessels now in existence to that of full built vessels is but a drop in the bucket. This, however is a point to be settled as a measure of expediency, and we hope our representatives will accordingly look well after it. With regard to the measurement of steamers, it will give great satisfaction to every one acquainted with the subject, to learn, that Government has agreed to continue the present system, namely, that the entire space occupied by the machinery shall be deducted.—*Glasgow Argus.*

His Majesty was born on the 21st of August, 1765, so that he just completed his 70th year.

The number of bad votes already recorded against O'Connell and Ruthven, on the Dublin scrutiny, leaves them upwards of seven hundred behind their opponents. Why is the 'Agitator' allowed to avail himself of any further pretext for delay? He is not Member for Dublin, and has no business to be sitting and voting in the house.—*Dublin paper.*

UNITED STATES.

From the Boston Galaxy, October 3d.

Calamitous Fire.—On Thursday morning, at a quarter past 2 o'clock, Mr. Morse, one of the private watchmen employed by the banks, discovered fire in the cellar and first floor of the large four story brick building on the corner of Water and Devonshire streets. Before the Fire Department was mustered the building was entirely in flames. The wind was very strong, and bore the cinders and flakes of fire to a great distance, so that remote buildings were endangered. The Exchange Coffee House hardly escaped, and was only preserved by the most strenuous exertion by preventing the roof from taking fire. The property of the Reformer and Chronicle, A. H. Wood proprietor, was totally destroyed, and was not insured. Mr. Fisk, the editor, has lost his all. The Atlas establishment being in a building contiguous to one that was burnt, some injury was sustained by the proprietors in moving the materials of the office. Mr. Hale of the Advertiser, had four, and Messrs. Kane & Co. had five valuable power presses in one of the buildings destroyed, and Mr. C. Bowen, had 1800 copies of the North American Review for the present month, and 5000 copies of the North American Almanac for 1836 in another.

The fire commenced in the front cellar under the building in which it originated, and entirely destroyed that edifice. The roof of the adjoining building, on Water street, was destroyed. An adjoining brick building, occupied by several Irish families, was partially damaged. On Devonshire street, adjoining the steam engine, was a carpenter's shop, from which nothing was saved, and a shed in the rear, adjoining a wing of the Exchange.

It also destroyed, on the same side of the street, a three story brick building, owned by the heirs of Mrs. Langdon. Another three story brick house, occupied by several Irish families, was badly damaged, and a brick building occupied by John Fleming, marble polisher, was destroyed.

On the west side of the street, it burnt the building on the corner of Water street, owned by Wm. Boardman, insured. Extending along Devonshire, it destroyed two brick buildings also belonging to Wm. Boardman, insured, and occupied by Irish families; a brick building belonging to Harvard College, and occupied by Lemuel Blake, Agent for the Boston Chemical Printing Company, on the first floor, insured, and Henry Bowen, Printer, in the chambers; a four story brick building, owned by Stephen Codman, and occupied by William Marsh, bookbinder, insured, by Mr. Hart, as a printing establishment. (loss $1500—no insurance,) and on the lower floor by a provision dealer. The actual loss of property cannot be easily ascertained—probably it does not exceed $80,000. Mr. Davenport, of the Exchange Coffee House, will suffer a loss of $500 to 600 damage done carpets and furniture.

The fire would undoubtedly have spread on Devon street to State, and on Water to Washington, if its progress had not been arrested in each direction by *Iron doors.* We subjoin a memorandum of the loss which will be sustained by Insurances offices:

Firemen's office $10,000, National $5000, Mutual $5000, Merchants $4000, Protection $4500, American $3000, Manufactures $4000, Fire and Marine $2000, Franklin $1500, Ocean, $1500: total, $40,000.

Sir Charles R. Vaughan, His Britannic Majesty's Envoy Extraordinary and Minister Plenipotentiary, left this city yesterday for New-York, where he will embark in a few days for England. He took leave of the President on Saturday, and at the same time presented Mr. Bankhead, Secretary of Legation, as Charge des Affaires.

Sir Charles Vaughan has resided here nearly ten years as the Represetative of his Sovereign, and it is not easy to speak in adequate terms of the warmth of the regard which his frank and liberal disposition, during so long a residence amongst them, has won from all classes of our citizens. No Foreign Minister ever carried with him a larger share of the good wishes of our people, and his departure will leave a void in the society of Washington which will not be easily supplied.—*Nat. Int.*

The Atlantic Steam Packet Company.—We learn that application will be made to the legislature, at their next session, for the charter of a company to be denominated '*The Atlantic Steam Packet Company,*' the object of which is to establish a line of steam packets between New-York and Liverpool. Capt. Cobb, one of our most enterprising packet captains, has charge of the enterprise.—It is intended to build vessels of about 1200 tons burthen, with two engines each. But little doubt is entertained of accomplishing the passage out in 12 days, and returning in about 14.—*Hudson's Exchange Shipping List.*

Ship Canal.—The corps of the United States Engineers who for the last five months have been engaged in surveying several routes for a ship canal around the Falls of Niagara, through this county, have at length finished the work intrusted to them. The result of their labours will be submitted to Congress at an early day. In the mean time we would state, for public information, that the proposed canal is considered quite practicable, and that too, at a cost far less than the great importance of the work would warrant. We trust therefore, that no efforts will be spared to induce Congress to order the construction of this important link in the navigation of the great lakes.—*Niagara Courier.*

The Boston and Bangor Steam Navigation Company, voted at their meeting yesterday, to build a new boat, superior in every capacity to any on our waters. She is to be contracted for immediately, and will be finished in time to commence running early in the spring. The estimated cost is $75,000. We are exceedingly surprised to see the stock of this company selling at so low rate—the concern is in a very prosperous condition, have paid one dividend this season of 20 per cent. and it is said by those who know, will probably pay another equally large.—*N. E. Galaxy.*

COLONIAL.

QUEBEC, September 28.

The season for a few days past has continued rather favorable to housing the harvest, which, with prudent farmers, is now as far completed as at this season can be done. The grain crops are not much under an average; the wheat has been partially injured by the fly and sprouting. The root crops will be less, particularly the turnips. All agricultural produce is low, and there is no prospect that there will be any home demand in the ensuing year.

We learn that on both shores below Quebec, tho' the crops are excellent, they are almost all still out.

The crops were in a great measure secured in Great Britain up to the middle of August, and the dry weather experienced by the ships outward bound for ten days to a fortnight, leaves little doubt that both in the North of England and in Scotland they have been safely housed. In the United States the crops are not under an average. There is, therefore, little chance of high prices or scarcity in bread stuffs for the next twelve months.

John Neilson, Esq. who left town at the beginning of April last, deputed to London with the petitions to the King and Parliament from the Quebec Constitutional Association, arrived this morning in the ship Canada, 13th Aug. from Greenock.

Highway Robbery.—On Monday night, about ½ past 9, as Capt. Kenneth Ross, Paymaster of the 66th Regt. was returning from mess to his residence outside St. Louis Gate, a suspicious looking fellow came up to him near the steps leading to Diamond Harbour, and walked close to him for a few paces, until Capt. Ross began to be anxious to get rid of his company, and desired him to walk off about his business, using threatening language in the hope of making the man believe he was armed, which unfortunately was not the case. Capt. Ross, at this moment heard a person on top of the wall cry out "Knock the ——— down," and the ruffian already alluded to was immediately joined by three others, who together beat Capt. R. on the head and face, and knocked him down. They then stripped him of his blue cloth cloak, foraging cap and boots, a pocket book containing several bank notes, and a silver watch with his initials and crest on the case, and decamped in the direction of Saint John Suburbs. It was so dark that Captain Ross could not distinguish the features of the robbers, the most active of whom, besides, concealed his face as much as possible.—*Neilson's Gazette.*

A few days ago we were put in possession of a German newspaper, published at Waterloo, under the title of *Algemaine Zeitung, or Canada Museum,* and addressed solely to the hardy German settlers in Upper Canada, now sufficiently numerous to call for a journal of passing events in the language of their fatherland.—*Montreal Gazette.*

St. John's, N. F. Sept. 22.

Conflagration.—This devoted town has been again visited with another calamitous fire. On Sunday evening last, between the hours of 7 and 8 o'clock, flames were observed bursting from the roof of a house occupied by a person of the name of Crane, a Cooper, residing nearly opposite the premises of Messrs. Rennie, Stuart & Co. In a few minutes the destroying element had extended to the adjoining houses, and soon afterwards, the whole block of buidings fronting on Water-street, and occupied by Mr. M. Pope, Mr. J. Cullen, Mr. P. Doyle, of the Globe Tavern, and others with the houses on both sides of Waldgrave street, were enveloped in flames. Happily, there was no wind, and, by great exertions and with much difficulty, the fire was prevented from extending in Water-street, to the houses occupied by Egan and Kenny, Mr. Palk, &c. and to the houses of Mr. Funcheon and others at the head of Waldgrave-street. The extensive premises of Messrs. Rennie, Stuart & Co. being built of stone, fortunately prevented the flames extending to the south side of Water-street.—Such, however, was the great heat from the burning pile opposite, that the wooden water-shutes on these premises where burnt away, and some of the lead on the roof melted. We cannot too highly praise the indefatigable endenavors made by the Military, the Fire Companies, and inhabitants generally, to arrest the progress of the flames, which, about 10 o'clock, was accomplished—but not before about 60 tenements were reduced to ashes, and it is stated at a rough calculation, from 70 to 86 families (mostly very poor people) thrown houseless, and many of them entirely destitute, on the charity of the world. One or two distressing accidents, we are sorry to say occurred: a soldier belonging to the Royal Veteran Companies, fell from the roof of a house and was so much injured that he almost immediately expired: another man, of the name of Norris, was run over by one of the fire engines, and very seriously injured. But for the early hour at which the fire broke out, it would doubtless have been far more extensive and more calamitous in its effects. We have not yet heard of any estimate of the loss of property sustained—it must however be very considerable.

The fire is said to have originated by some children who had been amusing themselves with kittens which had sought shelter under a bed, among some shavings, and whither they had been followed by the young urchins with a lighted candle in their hands, the immediate consequence of which was discovered at too late a period to prevent all the calamitous results which have arisen from it.

Barbadoes, September 3.

Destructive Hurricane.—When our Legislature so lately as last Tuesday were voting the sum of £500 sterling to assist the sufferers from the storm at Antigua, Nevis, and St. Kitts, little did they think that the case of their own population was so soon to call for sympathy and relief at their hands; yet such is the melancholy fact: although, thanks to the mighty power which tempers mercy even with the visitation of affliction, the extent of the calamity with which this island has just been visited, is incalculably less than even the most sanguine mind could have anticipated, when the violence of the gale which was sweeping by was considered.

About nine o'clock this morning, it commenced to blow hard from East North East, accompanied by heavy rain, but little apprehension was excited until about ten, when the wind shifted to the South East, and the inhabitants began to close their houses, and prepare for the worst; at half past eleven the violence of the blast became terrific, and so continued until nearly one, when it began to abate; at two it had become comparatively calm, and before three there was scarcely breeze enough to extinguish a taper; but it had lasted too long for the comfort and happiness of many a family. The first place to which we proceeded as soon as it was possible to appear out of doors was the wharf: the view from it was awful; the carenage was crowded with schooners, sloops, and flats, whose sole hope of safety from utter destruction was in the strength of that admirable break-water, the Pier-head; for which the eternal gratitude of the people of Bridgetown is due to Sir Charles F. Smith who planned the work, and superintended its completion: when we saw it, the waves were breaking over it in masses of hundreds of tons weight, rising into the air to a height of fifty feet at least; all eyes were watching it with intense anxiety, but it nobly withstood the 'war of waters,' and ensured the safety not only of all the vessels which were [illegible]ed under its lea, but also of the stores and [illegible] on the wharf, which but for its protection, must in a few minutes have been in ruins; we are happy to say the mischief done to it can be speedily and easily repaired. In the bay beyond, was seen but one small vessel the Mary Sharp, which alone rode out the storm, and is, we understand, uninjured; the steam boats and other vessels had all proceeded to sea at an early hour, and we sincerely hope and trust have escaped the fate of the fine Mail boats the Nancy, the Mary, and the Placid which were driven ashore, and lie 'high and dry' on the reef; their crews are safe. The wharf boats are almost all dashed to pieces; the William the Fourth upset on her return from putting the master of one of the vessels which have gone to sea on board, and her crew of four men, were drowned in the sight of their friends and acquaintances; the crew of the Lady Lyon pulled off to rescue their comrades, if possible, from a watery grave, but the poor fellows only shared the same fate, their boat went down, and they perished with those they would have saved. Of all the fishing boats which went out in the morning, none have since been seen or heard of, and we much fear not one will ever return.

Leaving the wharf we rode through the town, and in less than ten minutes counted the ruins of sixty wooden building, upon which their wretched owners were gazing with looks of mute despair—about 300, we understand, are totally destroyed, and at least 1000 human beings rendered homeless and destitute. The larger buildings, generally speaking, stood the blast well—all in exposed situations have lost slates, shingles, and panes of glass—some few had their galleries blown down, but we have not heard of any stone edifice having entirely fallen. The Cathedral has been partially damaged; and the Theatre, the large wooden building in the Market place, has lost its gable end, and is otherwise so shattered, that it must fall if not at once taken down. The bathing houses to windward have all been washed away, and we suppose those to leeward must have gone also. In the country the negro houses have all suffered more or less. We cannot discover that any individual in town has been killed, but several have sustained bruises and hurts of a trifling nature. We have just been informed that the gates of the gaol were broken open either by the wind or the prisoners, and that about 70 out of 78 persons confined therein have effected their escape.

The damage done cannot, it is thought, be less than £20,000.

September 7.

The sloop Humming Bird, of St. Vincent, we regret to state, was foundered a short distance from the land. Four of the crew are indebted for their lives to the exertions of the master of the brig Planet, who, when the Humming Bird sunk, saved them by means of a barrel which he veered off to them, and to which he had fixed a deep sea line.

Of the vessels at anchor in the bay when the gale commenced, there are still absent and unaccounted for—the Mail-boats Firefly, Lady Lyon, Barbadoes, and Ariel; the Spitfire, steamer; the brig Hope; the sloops Gold hunter and Cassandra; and the brigantine Thomas Parker. May we soon have the delight of announcing their safe return to Carlisle Bay.

We have spared no exertions to ascertain the details of damage done throughout the country, and have received considerable information on the subject, but to be accurate is impossible, as both Proprietors and Managers have been too much engaged in endeavouring to repair the mischief done on their several estates, to furnish us with any particulars, unless on our personal application.

[The Spitfire steamer has since arrived at Grenada.]

The Courier.

SATURDAY, October 10, 1835.

By the arrival of the Ship *John Porter* at Halifax, and the *Samuel* at this port, London papers of the 26th August, and Liverpool of the 29th, have been received.

A motion to omit the several clauses in the Irish Church Bill from 61 to 83, has been carried against Ministers in the House of Lords, by a majority of 79. By these, the payment of tithes was made chargeable upon the landlord, instead of the tenant, as formerly; and, being money clauses, Lord Brougham declared that it would be nugatory for the noble Viscount at the head of the Government to proceed with the Bill, as it would be abandoned in the House of Commons.

In consequence of the recent proceedings in the House of Commons, the Duke of Cumberland had retired from the situation of Grand Master of the Orange Association of Great Britain.

The *Chronicle* of the 26th says—"The Municipal Reform Bill was recommitted last night. The report is to be received to-morrow, Thursday, and the debate is to be taken on the third reading the following day, Friday.—We were led to imagine that the Lords had done their worst—that, hostile as they were to Municipal Reform, they would be quite satisfied with the mischief they had done to the bill. But we were wrong. The Lords last night surpassed themselves. They contrived to render the now abortive measure still more abortive.

"The most important deterioration of the measure last night was the amendment moved by Lord Lyndhurst, and carried, on a division, by a majority of 104 to 36, "that the town clerks should hold their offices during life," or, which was the same thing, 'during good behaviour.'"

Spain.—The important events at Madrid had terminated better than could have been expected. We have news to six o'clock of the evening of the 17th. For more than two hours before the departure of the courier, all traces of disorder had disappeared, and the city had resumed its usual appearance.

GRAND LAKE AND RICHIBUCTO RAIL ROAD.

Among the many projected improvements in this Province, we know of none which could be accomplished with less expenditure of capital, in proportion to the numerous advantages to be gained, than the projected Rail Road to connect the *Salmon River* (at the head of the *Grand Lake,*) with the *Richibucto River;* and we are pleased to hear that enquiries have been set on foot by our enterprising townsman, M. H. Perley, Esq. (to whose industry and perseverance the public are already much indebted for some of the beneficial institutions lately established in this City;) to ascertain the nature of the country along the proposed route, and the distance between the heads of navigation on the Salmon and Richibucto Rivers. So far as yet ascertained, there are no obstacles to steam navigation from St. John to about seven miles up the Salmon River, as far as *M'Donald's;* and the Richibucto is also navigable twenty miles up. A Rail Road to connect these two points is all that is wanting in order to open a ready communication and an extensive trade with Richibucto, Miramichi, Bay de Chaleur, Prince Edward Island, and all other parts of the Gulf of St. Lawrence—from which St. John is at present cut off—as well as to open a route for great commercial intercourse with Quebec and Montreal.—Instead of a journey to the Eastern part of our own Province, being, as now, considered a thing not to be lightly undertaken, we should, on the establishment of this Rail Road, with good steamers, conceive it no wonderful affair to breakfast in the City and sup in Miramichi or Charlotte Town.

A highly respectable Gentleman of Richibucto, who has been called on for information, says, in reply—

"From what I know of this side of the Portage between Salmon and Richibucto Rivers, I feel confident no natural obstacles present themselves; on the contrary, the land is unbroken, without hills or deep ravines, being of an easy and very gradual ascent, and on the other side, I am [illegible] even more level than on this. Vessels drawing over ten or twelve feet, may go [illegible] miles of the head of the tide on this [illegible] current is not at all rapid. Coal may be had [illegible] dance five miles from where the projected Road would start from on this River. Indeed I think this route, in every respect, affords very great advantages for the construction of a Rail Road; and the safe navigation up this River and down the Grand Lake, as compared with the Bay Verte Harbour and Bay of Fundy, gives this route, in my opinion, a most decided preference. The distance from the head of navigation on this River to the head of navigation on the Salmon River, will, I conceive, be about twenty-six miles. Mr. Layton has been appointed to make an exploration for a Road between the two Rivers, and the interest which he feels in the contemplated project will cause him to make such observations as will enable him to afford very useful information. A Rail Road, if completed, would be of incalculable advantage to this part of the Province, and would, I think, in the course of a few years be productive. Indeed there is no telling, nor can we at present estimate the advantages to be derived from connecting the Gulf of St. Lawrence and Bay of Fundy, *via* St. John, by means of a Rail Road. The people in this quarter would, I am sure, readily join in an undertaking which is so eminently calculated to be of great advantage to us. Capital is all we want in this Province, to call into operation the resources of the Country."

In answer to some queries which were proposed to William John Layton, Esq., Deputy Commissioner of Crown Lands at Richibucto, he replied,

"The project of a Rail Road, connecting the tide waters of the Richibucto with the navigable part of Salmon River, is, in my opinion, not only practicable *but seems to have been intended by nature.* Vessels of ten feet draught can, without the slightest difficulty, ascend this River about 22 miles from which point to M'Donald's, about five miles below the Gaspereau on Salmon River, I know of no obstacle or difficulty along the whole route. I am intimately acquainted with the features of the land watered by the Richibucto and Salmon Rivers, from being in the habit of traversing that district of the country for the last fifteen or sixteen years, and I can most confidently assert, that no ridges of any considerable elevation occur to break the general level. The rivers and brooks doubtless flow through ravines, but those ravines are only natural beds formed by the incessant action of the waters upon the generally soft and penetrable soil. The distance on a straight line can scarcely be more than thirty miles, although I am not prepared at this moment to name that distance as correct. The Richibucto is navigable for steamers of the largest class about twenty-one miles, and for ships of 17 or 18 feet draught about twenty miles. The country across from the head of the tide to where the Salmon River is navigable, consists neither of what may be called decidedly rock nor sand. The surface soil is a light loam, inclining to redness in colour and sandiness in consistence. Wherever rock shows itself, which is only on the banks and bottoms of the rivers and streams, it is composed of a hardish sand stone, I believe of secondary formation, and often exhibiting specimens of *pudding-stone.* I have never seen on Salmon River or on the Richibucto, a single specimen of granite or any other hard stone, excepting a few specimens of *quartz* in the beds of the rivulets. Along the whole route there can be no lakes to cross, and the rivers are only Salmon River and its tributaries,—the Lake Stream and the Little and the Great Fork Streams. It depends upon the route pursued, whether the two latter streams will cross its path. The assistance likely to be afforded for the project from this place, will of course be the utmost that the people can afford. You may consider yourself authorised to put me down at £200 in shares, and no exertions of mine shall at any time be spared to promote a purpose so well calculated to advance the interests of the Province generally and of this place in particular."

With such decided testimony in favor of the undertaking, we conceive there can be but one opinion as to its practicability. The advantages which would be derived from carrying it into effect, even as they appear on a first view, are immense, and would tend greatly to the prosperity and increase of St. John, and bring the Eastern part of the Province and its great resources into immediate notice. Many new branches of business, not even now contemplated, would be developed, and wealth would flow upon us from a thousand channels. One great and important advantage on this route would be, the great facility for procuring an abundant supply of Coals, at the lowest possible rate, for the supply of Steamers and Locomotives; as it is well known that they can be had of good quality at the Mines now working on the Salmon River, and that Coals are to be found in many places *cropping out* on the banks of the Richibucto. These Coals would enable Steamers to run at a cheaper rate than in almost any other part of America, and would give the route a decided preference over all others, and defy competition.

Many persons will no doubt be alarmed at the expense of a Rail Road, judging from what they have cost in other countries; but in England, it must be remembered, large sums are swallowed up in Parliamentary and law expenses, and that both in England and the United States one great item in the cost of Rail Roads is the damages paid to the owners of improved lands for crossing their property, and the various expensive purchases which must of necessity be made,—nearly all of which would of course be saved in this country. Timber also constitutes a large portion of the expense of a Rail Road in the United States, much of which would be saved in this Province, as the greater part of what would be required could be had on the route at a comparatively trifling expense.

We wish to draw public attention to this project, as one not only feasible, but important in its consequences.—When we consider the efforts that are now making to establish Rail Roads to Quebec from Boston, Portland, and, lastly, from Saint Andrews, let us also be on the alert, and use the advantages with which nature has gifted us, in order to secure a portion of the trade of the St. Lawrence, and at the same time develope the resources of our own country.

We trust that influential persons in the Eastern part of the Province will exert themselves to procure all the information in their power, and that before the next meeting of the Legislature a sufficiency will be obtained to authorise the establishment of a Company for carrying the desirable object into effect in a manner worthy of its importance.

Fire.—The Dwelling House and Inn, at the Forks of the Marsh Road, about three miles from this City, owned and occupied by Mr. Nugent Creighton, caught fire and was burnt to the ground early yesterday morning. The fire originated in the upper part of the building—but in what way, is not known.—We regret to state that Mr. Creighton, who is a very deserving and industrious man, has thus met with a considerable loss,—neither his furniture nor his interest in the premises being insured.

Commercial Bank.—We have good authority for stating that Stock in this Bank has this week been quite in demand at 25 per cent. premium on the amount paid in, and yesterday advanced to 26 per cent.

We were last evening favored with the *Halifax Journal* of Monday, from which we have extracted the particulars of a recent conflagration in the ill-fated Town of St. John's, Newfoundland, and of a destructive hurricane which visited Barbados on the 3d September.

It will be seen on reference to our Marine Journal, that the Gales of last week extended some distance along the sea-board, where they were felt with greater severity than in our immediate neighbourhood.—On Monday and Tuesday last, we were again visited with a storm of wind and rain. We have not heard of any material damage having been sustained in this vicinity.

Agrarian and Culinary Competition.—It affords us pleasure to learn from a correspondent that it is in contemplation to open an annual competition in St. John for a display of the varieties of Farm and Garden produce. The emulation thus excited, it is hoped, may lead to a very general rivalry; and we invite actual Farmers, Professional and amateur Gardeners, from every county of the Province to convey samples of the various articles procured on *their own* farms—without making any selections from different properties. Already one individual challenges the Province for variety and quality of culinary vegetables.—We trust our townsmen and friends in neighbouring counties will give the undaunted challenger a *fair trial.*—Particulars as to-day and terms will be hereafter given. We trust that patriotic and laudable emulation will at present be deemed an ample reward, and that the same honorable motives will secure to the design universal support—the advantages of which will most sensibly revert to its supporters.

At the Seventh Annual Meeting of the "*Albion Union Society,*" held on Thursday evening, the 1st instant, the following Gentlemen were elected Office Bearers for the ensuing year:

Mr. William Scammell, *President,*
Mr. Samuel Holman, *Vice President,*
Mr. Henry Buxton, *Treasurer.*
Mr. George Thomas, *Secretary,*

☞ We have received a copy of "No. 1 of Foster's Elementary Copy Books; by which the trouble and loss of time in ruling and setting copies are avoided; adapted to schools and private instruction—by B. F. Foster." We shall next week give some particulars respecting this publication, which seems well adapted for its intended purpose; in the mean time, it may be seen at our Office.

We would also direct public attention to a highly valuable publication, entitled "The Christian Library," being a re-print of standard Religious Works, in weekly numbers of 32 pages 8vo. at the extremely low price of $3 per annum. Mr. Robert Sears, Printer, No. 2 Frankfort-st. New-York, is General Agent for the Provinces of Nova-Scotia and New-Brunswick. Subscribers can obtain their copies at the store of Messrs. Blakslee & Estey in St. John, where specimens of the work can be seen.

In our enumeration of the Bills read according to law before the Magistrates and Grand Jury of the late Quarter Sessions of the Peace, we omitted to mention that which was introduced by Jas. Rait, Esquire, intituled, '*The St. Andrews and Quebec Rail Road Company,*' of which we shall give an outline in a future number.—*Standard.*

Bathurst.—We learn from a correspondent, that up to the 14th Sept. not less than 114 vessels had cleared this season at the port of Bathurst, taking forty-five thousand six hundred tons of Pine Timber, besides broken stowage: 50 more square-rigged vessels were expected, and there was plenty of timber ready to load them. Besides these, 62 schooners had cleared at the same port.—*Ibid.*

The Comet.—This interesting luminary is making accelerated progress through our system, and may be descried by the eye, unassisted by artificial aid; but with a glass of very small power it can be seen to great advantage. It may be sufficient for ordinary purposes to say that it rises in the N. N. E. about ten o'clock p. m. and reaches its meridian altitude, near our Zenith, a little after six a. m., consequently it may be most conveniently examined from two till five o'clock in the morning. At half past 3 the Pleiades (or seven stars) are on the meridian; and then almost due East, below the bright star Capella, the Comet may be discovered. The moon light will interfere with its brilliancy for a few days.—*Ibid.*

[From the Saint Andrews' Standard.]

Rail Roads.—In a preceding column will be found some pertinent remarks by the Editor of the *Montreal Gazette,* on the proposed Rail Roads to Quebec from Boston, Portland, and Belfast; we have also made some extracts from an able report on the vallies of the Etchemin and Chaudiere, by Captain Yule of the Royal Engineers, who was appointed by his Excellency Lord Aylmer to make a reconnoissance in August last, in compliance with an address from a committee of the citizens of Quebec, appointed to promote a railway communication between that city and the Atlantic, through the State of Maine.

The great object of the Canadians is to overcome the untoward circumstance of their being shut out from marine commerce for one half of the year, and a very feasible means of accomplishing this object presents itself in the construction of Railways from the St. Lawrence to the Atlantic. The Americans, fully aware of the immense benefits which their country would derive by possessing the transit of British and Colonial trade, have entered on the exploration of practicable routes through different parts of Massachussetts, Maine, and Vermont, with a vigour and perseverance which shews the value they set on its accomplishment. They even engage to carry the whole line as far as Quebec, if authority be given them by the Provincial Government. With these facts before our eyes, does it not become an important inquiry to us, whether an opening may not be made through our own territories, which would equally serve the commercial purposes of Canada, and diffuse the benefits which would flow from it over these Provinces?

We find a remarkable coincidence in the opinions of the Belfast people and those of Capt. Yule, as to the effect the Railways through Maine would have in extending their advantages to this Province; but Captain Yule in considering the best direction for a permanent line, throws out a hint that it is highly important to keep in view the intended Steam-boat communication from Valentia to Halifax, and that a more easterly course of the line from Quebec, would lead through New-Brunswick. This is of paramount importance to British North America, and to no portion of it more than our own.

Other ages have been celebrated as the days of invention, but the present period may be called the era of execution.—Splendid and extensive projects produce surprise and distrust at their first announcement, and are often the subject of ridicule, but our present experience should enable us to correct this error, which is the bane of enterprise and the direst enemy to genius. A quarter of a century ago, he would have been considered a bedlamite who should have suggested the possibility of covering the ocean with ships divested of sails, but perfectly adapted to the purposes of navigation; or of propelling vehicles on land at a rate exceeding the velocity of the wind; yet we have seen these miracles performed and progressively extending their wonders. Under these views, we do not entertain any serious doubt of seeing a Railway extending directly from Saint Andrews to Quebec; and we shall conclude the present article with a quotation from a paper written by Henry Fairbairn, Esq. about *published upwards of three years ago* in the United Service Journal—entitled "Projects for Marine Railways across the Isthmus of Panama, and in the British Possessions in North America."

"The British Provinces in North America may also be raised into great and immediate prosperity by a judicious formation of railways.

"Here I propose, first, to form a railway for waggons from Quebec to the harbour of St. Andrews upon the Bay of Fundy, a distance of one hundred and ninety-five miles, a work which will convey the whole trade of the St. Lawrence in a single day to the Atlantic waters,—cutting off a navigation of one thousand two hundred miles down the river St. Lawrence and round the shores of Nova-Scotia. Thus the timber, provisions, ashes, and other exports of the Provinces may be brought to the Atlantic not only with more speed, regularity and security than by the River St. Lawrence, but with the grand additional advantage of a navigation open at all seasons of the year, the harbour of Saint Andrews being capacious, deep, and never closed in the winter season, whilst the St. Lawrence is unnavigable from ice, from the month of November to May. The route of this work will lie through the government lands, opening fresh fields for the timber now rapidly disappearing from the banks of the navigable rivers; and by means of this railway, great bodies of land which for ages would remain inaccessible in the absence of inland navigation, may thus be converted into a splendid source of revenue. The mode of construction may be copied from the railways now in progress of formation in the United States, which are laid down upon timber, and though that material will not possess the durability of stone, still the ground work may be renewed at little cost; and when the clearing of the roads in the vicinity of the railway shall have rendered timber less accessible, the whole may be permanently reconstructed from stone, which then may be brought upon the railway at a small expense. The construction of this work will furnish immediate employment for a great body of emigrants, whilst, being undertaken by the government, the cost for the land and labour will be saved, and judging from the estimates for railways in the United States where the flat rail is in use, the expense for iron work and labour may be calculated at £500 a mile, or £98,000 for a distance of 195 miles from Quebec to St. Andrews, a sum which may be realised in a single month by the sale of the public lands, which then will be purchased with avidity in the vicinity of the railway.

"Indeed, if the difficulties and expense of constructing these works in our North American Colonies were tenfold greater, an imperative necessity would exist for their adoption, if it is desired by the government of this country to maintaid an equality of commercial advantages with the neighbouring United States."

We observe that the Editor of the Nova-Scotian suggests the propriety of converting some of the unemployed capital of Halifax into a Rail Road, between that place and Windsor. We have no doubt but this speculation would more than realise his fondest anticipations. It is much to be regretted that the thousands which were spent upon the Shubenacadie Canal, had not been laid out on a rail road to the Eastern counties. Had this been the case, the various mineral and agricultural products of Truro, Cumberland, and Pictou might ere now be travelling on to the capital at the rate of 15 miles an hour, and at less expence and risk than they are now conveyed by water.—*Pictou Bee.*

The Collection in St. Andrews Church, Sunday evening last, for Missionary purposes, after a Sermon by the Rev. Mr. Syme, amounted to £10 6s. 3d.

(*From the Royal Gazette, Oct. 7.*)

PROVINCIAL APPOINTMENT.

Alexander Reed to be Keeper of the Light House on Partridge Island. Oct. 1st, 1835.

HEAD QUARTERS, Fredericton,
5th October, 1835.

His Excellency the Commander in Chief has been pleased to make the following promotions:

First Battalion Northumberland Militia.

Captain Alexander Fraser, jun. to be Major Commandant.

First Battalion Queen's County.

Ensign John Currie, to be Captain, vice Andrew Gunter, who retires with his rank.

Jacob Gunter, gent. to be Lieutenant.

Budsell Carpenter, gent. to be Ensign, 5th October.

John Colwell, gent. to be Ensign, 6th Oct.

Second Battalion Queen's County.

Peter Day, gent. to be Ensign, vice Stilwell removed from the Province.

William B. Little, Esq. to be Surgeon.

By Command.
GEORGE SHORE, A. G.

OPENING OF THE NEW MEETING HOUSE IN LOWER COVE.

The Rev. Alexander Clarke, Missionary from the Reformed Presbyterian Church, will preach To-morrow, (Sunday,) both forenoon and afternoon, at 11 o'clock and 3, in the Meeting House recently erected in this City, in connexion with that Body.

☞ At the close of the afternoon Service, a Collection will be taken up in aid of the funds for completing the building, which is yet in an unfinished state.

☞ Warrants up to No. 155, are payable on demand at the Province Treasurer's Office.

MARRIED,

At Fredericton, on Saturday evening, by the Rev. F. W. Miles, Mr. Raymond M'Cready, to Miss Deborah Ann, second daughter of the late Mr. H. A. Hartt—all of this City.

At Lincoln, on the 17th ult. by the Rev. Frederick W. Miles, the Rev. George Garrity, of that place, to Miss Sarah Ann Smith, of Burton.

At the same place, on the 26th ult. by the same, Mr. John Loveless, to Miss Elizabeth Ann Fowler, both of that Parish.

On the 1st inst. by the Rev. S. Robinson, Mr. John Raymond, to Miss Eliza Black, both of the Parish of Pennfield.—On the 2d, by the same, Mr. Mark Nugent, to Miss Mary Ann Greer, both of the Parish of St. George.—On the 4th at St. George, by the same, Mr. John Brown, to Miss Catharine, daughter of Mr. Jas. M'Laughlin, of St. David's.

DIED.

On Monday morning, Margaret Anne, infant daughter of Captain Charles Brown, of this City, aged six weeks.

On Monday night last, Charles Edwin, infant son of M. H. Perley, Esq. aged 11 months.

At Sheffield, on the 29th ult. Anne, wife of Mr. Alonzo Taylor.

At Annapolis Royal, on the 22d ult., after a long and painful illness, in the full assurance of a glorious eternity, Mrs. Lydia Roach, aged [illegible] years, leaving an example of virtue, piety, and charity.

At St. John's N. F. on the 21st ult., after a short but very painful illness, in the 65th year of his age, the Hon. Wm. Haly, Member of His Majesty's Council in that Island, and late Lieutenant Colonel in the Nova Scotia Regiment.