The Courier.

SATURDAY, SEPTEMBER 13, 1851.

FROM EUROPE.—The Steamship Franklin arrived at New-York on Monday forenoon, from Havre, via Cowes 28th ult., having made the run in eleven days. She brings 110 passengers—among whom is E. A. Grattan, Esq., H. B. M. Consul to Boston.

Great agitation reigns in Ireland, and a crisis in that Island is evidently approaching, arising out of the violent action of the Catholic defence association, and the Romanist press. Some of the Irish Catholic priests are to be prosecuted by the Government, for assuming illegal titles, in contravention of the provisions of the new Ecclesiastical Titles Bill. This proceeding will perhaps force Ireland to the verge of rebellion.

The London money market is very tight.

A heavy failure had occurred in London—the old and respectable house of Rucker & Son. Their liabilities are reported at £2,000,000. The cause of their failure is attributed to large advances on produce. It was believed they would eventually pay up. Great agitation prevails, and a crisis is thought to be at hand.

Trade in London is in a most prosperous condition. The bullion in bank is in a favorable position.

The overland mail brings dates from Bombay to July 26th, and Calcutta July 11th. The import trade was rather brisk—export trade flat. Money was abundant.

Commercial matters in France were in a comparatively prosperous condition. The harvest was excellent and mostly secured.

ARRIVAL OF THE NIAGARA!—The Royal Mail Steamship Niagara arrived at New-York on Thursday evening, with English dates to the 30th ult.

The Telegraphic despatch to the News Room states the news to be unimportant.—The English papers are filled with the Queen's visit, yachting, &c.

Cotton had advanced $\frac{1}{8}$d. to $\frac{1}{4}$d. per lb.; Bread Stuffs firm, but no advance; Sugar heavy—prices nominal.—No report of the Timber market. Manchester market less active.

The Potatoe rot had decreased in Ireland, and no further fears were felt on the subject.

France continues tranquil.

SHIP NEWS.—*Arrivals from St. John.*—Aug. 22d—Charlotte, at Grimsby; 24th—Albert, at Kingstown; 25th—Adelaide, at Belfast; Jhn & Sohn, at Yarmouth; Velocity, at Waterford; Eliza Jane, at Cork; 26th—Samuel, at Dublin; Merlin, at Liverpool; 27th—Gipsy, at do.; Prompt, at Newcastle; Despatch, at Cork; Perlen, at do.; 28th—Princess Royal, at Swansea; 26th—Charles, at Youghal.

At Gravesend, Aug. 27th, Schillin, from Musquash.

Sailed from Clyde, Aug. 24th, Henry Holland, for St. John; Queenstown, 25th, Britannia, do.; Gravesend, 26th, Faside, do.; 27th, Highland Mary, do.; Liverpool, 29th, Speed, do. 23d, Kitty Cordes, for Mobile.

Loading at Liverpool—David Cannon, for New-York; Queen Pomare, Themis, Boadicea, Algoma, and Edinburgh, for St. John.

THE GREAT EXHIBITION.—On Tuesday last, the Crystal Palace, which has been erected in connection with the Mechanics' Institute for this City, for the purpose of affording accommodation for a Grand Industrial, Agricultural and Floral Exhibition, was opened under the most flattering auspices. His Excellency Sir Edmund Head, who had kindly consented to patronize the undertaking, arrived in town on Monday evening, accompanied by Lady Head; and at noon on Tuesday, our distinguished visitors proceeded to the new building, where the Office-bearers of the Institute were in waiting to receive them; and Lady Head having been conducted to a seat specially prepared for her, the following Address to His Excellency was read by the President of the Institute, W. J. Ritchie, Esquire:—

To His Excellency Sir EDMUND WALKER HEAD, *Bart., Lieutenant Governor of the Province of New-Brunswick, &c. &c. &c.*

MAY IT PLEASE YOUR EXCELLENCY—

To create a desire for information, and to encourage and stimulate Scientific and Industrial pursuits in this Province, the Saint John Mechanics' Institute was originally established in this City, in the year 1838. In its infancy it was aided by the liberality of the Legislature, and now depends for support on the energy and zeal of its Members, and the good feelings of the community at large. It possesses the valuable Building before which we stand, erected on the corner stone laid by your Excellency's predecessor, Sir John Harvey, in the year 1840; and in addition to a large amount of Chemical and Scientific apparatus, a good, and we are happy to add, well-used Library, it owns a very valuable and interesting Museum; to the inspection of which the Directors now respectfully invite Your Excellency and Lady Head; and they would fain hope the Institution may afford some slight evidence that its progress, though gradual, has not been unsuccessful.

Having our lot cast in a new country, limited in its population, and poor in acquired wealth, we feel, with grateful hearts, that a kind Providence having blessed us with a healthy climate and varied and valuable natural resources, it is alike our interest and our duty to strive by energy and industry for their development; that so improving our own condition we may leave a good example and a better country to those who come after us. Towards the accomplishment of this, and in furtherance of the original object of the founders of the Institute, the Directors appealed to the Artists, Mechanics and Agriculturists of New-Brunswick. The result of that appeal is now before your Excellency, and in estimating the value of their productions, the Directors feel, that remembering the infantile state of our manufactures, the small means of the Institute, the very limited time there has been for preparation, and the novelty of such an attempt in this Province, your Excellency will appreciate the difficulties under which all parties have laboured. But if this humble effort shall only inspire our Artists, Mechanics, and Agriculturists with more confidence—induce habits and feelings of self reliance—stimulate a generous rivalry—tend to improvement in the several departments of industry, and inspire our people at large with a better opinion of what can be done at home, and thereby lead to the encouragement of home industry, by affording a market, and making the labour of our productive classes remunerative, we shall be amply repaid, and shall feel that our exertions have not been without profit.

The Directors felt that your Excellency's position and uniform desire to promote the interests of the Province, and acknowledged judgment, science and taste, eminently pointed out your Excellency as a worthy and much to be desired Patron of such an undertaking, and in commencing the Institution and Exhibition to your favourable and indulgent consideration, the Directors tender their thanks for the ready, frank, and cheerful manner in which your Excellency responded to their wishes; and they have much pleasure in now cordially welcoming yourself and Lady Head to the Hall of the Mechanics' Institute, and to the first Industrial Exhibition ever attempted in this Province.

To which His Excellency replied in an extemporaneous speech as follows, viz:—

Mr. President and Gentlemen,—

I receive with great pleasure the address you have presented me, and assure you that I meet you—that we meet you—on this occasion with great satisfaction. I do not know how to acknowledge the very flattering allusions made to me personally in your address; but I desire that this meeting may be productive of ultimate benefit, as it is of present satisfaction. Having said this much in reply to your allusions to myself, I would wish to make a few observations, one relative to the Institution with which you, gentlemen, are permanently connected, and another relative to the Exhibition. And first with respect to the Institution: In all countries where equality of rank exists to such an extent as it does in this, and where the principles of Free Government prevail, the education of the great body of the people becomes of the highest importance. It is not, then, a small matter that while the difference of tastes is attended to, and each is sought to be gratified, you inspire a relish for those amusements that are free … vice, and combine with them a great amount of …ion—these are great objects. With regard to …tion: we should look on it as a beginning, … w it with reference to the circumstances … as a matter complete in itself. I … t spirit, and I view it with great … -fect some branches of manu- … xhibitions, it should be re- … actures which make the … atest advantage. The … the greatest advan- … which could be … cupations, those … uring the long … spended. A … by the side … loth is of … wasted in … y, and how- … manufacture … spirit I have … rd to all Exhibi- … time must be made … the Great Exhibition, … to other countries in … ter into any com- … f they did, they … the same way … ductions with … in the fine

At the close of the speech, His Excellency was introduced to the several Office-bearers of the Institute, with whom he shook hands. The party then separated, and with the numerous company present, proceeded to an examination of some of the many articles comprised in the Exhibition His Excellency and Lady Head occupied some time in the inspection, and both seemed highly gratified. Her Ladyship also visited the Exhibition in the evening.

In addition to the large room in the Institute occupied as the Museum, which is thrown open to visitors on this occasion, the walls of five rooms and of a hall in the Institute are decorated with paintings and engravings, several of the former by distinguished masters, and others by professional gentlemen and amateurs in the City.

These rooms also contain, among other articles, a beautiful astronomical clock, the invention and workmanship of Mr. James White, of Fredericton; piano-fortes, manufactured in this City, by Mr. J. T. Hunt, and Messrs. Kennay and Scribner; with specimens of the productions of several of our other artists, mechanics, &c.; such as those of silversmiths, cabinet-makers, picture-frame manufacturers, engravers, bakers, hatters, tallow-chandlers, carpenters, &c.; with dairy produce from different parts of the Province, and specimens of coal from mines in Albert County.

In the Crystal Palace there are some two or three hundred specimens of various articles of domestic manufacture, embracing almost every article made at our foundries, or by any of our mechanics, including Mr. Willard's newly invented butter-machine; a model of a railway bridge, by Mr. Henry Perley; and a model of a wooden bridge, on the barrel principle, by Mr. James Drake, and P. Stubs, Esq.; with various articles of domestic manufactured woollen goods, and a number of ingeniously executed specimens of art, by amateurs.

In the Agricultural department, there are specimens of some of the best productions of our Province, including wheat, oats, barley, peas, flax, hemp, grass, cauliflowers, cabbages, turnips, carrots, beets, mangolds, and even honey and honey-combs.

The Floral department contains a collection of beautiful flowers, with neatly arranged model flower-gardens, one of them (Mr. Ritchie's) having a tiny fountain in the centre, in continual play. To this department may be added a monster crown formed of dahlias from Mr. Ritchie's garden, and a pyramid of flowers from Mr. Harris', which stand in another part of the building.

The Exhibition receives deserved commendation from all who visit it, and its success, we believe, far exceeds the expectations of its most sanguine projectors. The receipts up to last evening amounted to about £500.

The building which has been put up for the occasion is 120 feet in length, and sixty feet in breadth, and was designed by Mr. Stead—erected by Mr. Cochrane; the ornamental portion of the wood-work by Messrs. Cotter, McKay, Langan, and the Wisdoms; painting, &c. by Messrs. Holman, Stewart, Foulis, Perley, and others; and the gas fitting by Messrs. Campbell, Dyall and Rowan.

The Directors of the Institute have been untiring in their exertions to make the Exhibition a creditable affair; and the handsome manner in which their efforts have been seconded by many of our citizens, and others at a distance, in contributing in various ways, has been attended with the happiest results.

The Exhibition will continue open on Monday, Tuesday, and Wednesday of next week—in the afternoon, from 2 to 5 o'clock, and in the evening, from 7 to 10.

THE WATER DEMONSTRATION.—On Wednesday all business was suspended in the City, and at an early hour in the day the streets were thronged with the inhabitants and the many visitors who had arrived for some days previous from various parts of the Province, and from Nova-Scotia and the United States, to visit the Industrial Exhibition, and to witness the introduction of a more plentiful supply of Water into the City. The day was fine and warm, but the long spell of dry weather caused a great abundance of dust on the streets and roads.

A procession composed of the Fire Police, on foot, the Mayor and Common Council, the Directors and officers of the Water Company, and the President and Officers of the Mechanics' Institute, in carriages; eleven Engine Companies, including two from Fredericton, and two from Portland, with nine Engines and apparatus, gaily decked with garlands of flowers; followed by a strong body of Sons of Temperance, mustered in King's Square, marching to the Aboideau at the Marsh Bridge, where His Worship the Mayor turned on the water, returned by way of Portland and Reed's Point to King's Square, which they reached a little before twelve o'clock. The procession was accompanied by several bands of music.

His Excellency the Lieutenant Governor arrived at the Common Council Chamber, accompanied by the Heads of the Military Departments, and proceeded shortly afterwards to the newly constructed Fountain in the centre of the Square, accompanied by the members of the Corporation, the Directors of the Water Company, and the officers of the Institute. Here His Excellency was received by a Guard of Honor from the 97th Regiment. After the customary salute, the Hon. John Robertson read the following Address:—

May it please your Excellency,—

The Directors of the Saint John Water Company beg leave to express their grateful sense of the honor conferred upon themselves and their fellow Citizens by your Excellency's visit upon this occasion, affording additional proof, if any were wanting, of the desire which your Excellency has invariably manifested to encourage every effort in furtherance of local as well as provincial improvement.

It affords the Company much satisfaction to exhibit to your Excellency and the Citizens the successful accomplishment of an undertaking which they have always viewed as one of the greatest blessings that could be conferred upon any community, more especially upon that of this City—whether it be regarded as the principal element in promoting the health and comfort of its inhabitants, or in the protection of their property from serious calamities, such as they have but too often experienced.

The first movement to procure a supply of water for the City was made in the year 1826, by many of the most influential of its inhabitants, who foresaw and foretold the danger that must increase as the population increased, unless this necessary element was procured abundantly from other sources than were then available; but the community was not prepared to incur the expenses.

In the year 1832 a new Charter was obtained, a Company formed, and the work commenced in 1836 with a reasonable prospect of its accomplishment. It was found, however, that the means of the Company were inadequate, and although the City was partially supplied with water, yet it was soon discovered that unless more generally encouraged by the Citizens it must finally be abandoned. The Company, however, persevered—spending all the income in keeping in repair and extending the works until they were compelled from want of support to intimate the discontinuance of the supply.

Public notice of their intention was given, and then the Citizens generally became alive to the importance of a sufficient supply of water not only for health and an essential necessary of life, but for the protection to property, a large portion of which is composed of such materials as must render it always exposed to serious calamities by fire.

This conviction extended to all classes. The City authorities were urged by the Citizens to apply to the Legislature for power to take stock and provide for its payment. The Legislature readily granted the powers necessary, and at the same time most liberally appropriated a large amount in aid thereof. New stock was created and soon taken up—and last year the extension of the work was commenced with fresh vigour, and is now so far completed as to justify the Directors in the belief that an ample supply of pure water will be afforded to the community, on reasonable terms to those who can afford it, and to the poor the privilege of using it freely without cost.

The Fountain now before us, to be opened for the first time by your Excellency, has been furnished by the Corporation as one of the "hydrants" for the benefit of the poor, and while it is admirably adapted for that purpose, will prove an ornament to one of the most public squares in the City.

In conclusion, the Directors feel satisfied that this circumstance combined with the other objects of your Excellency's visit at this time, will be long remembered by the inhabitants of the City, and their numerous visitors, with much pleasure and satisfaction, and they trust will associate your Excellency's name with a new era in the industrial and sanitary movements of this young Country.

JOHN ROBERTSON,
HENRY CHUBB,
W. H. STREET,
R. JARDINE,
} Directors.

To which His Excellency briefly replied:

Mr. Chairman and Gentlemen,

I feel much pleasure in meeting you on an occasion such as the present. The event which you have this day met to celebrate—the introduction of water into … city—is one which will confer upon it the greatest … ost lasting benefits, and prove of great advan- … nly to the wealthy and commercial, but to … and poorer classes. I can say with sin- … feel deeply interested in the prosperity of … nd mark its steady improvement with … The rise and growth of this City is … le. Many of you who now hear me— … you now present, remember to have … which we now stand a wilderness in … been said on the rapid growth of … rica, but in speaking of these it is … they are either on the highway … or that they are the natural out- … fertile and thickly settled coun- … either of these advantages, and … ement is the more surprising; … cannot flatter myself that such will be the case—that as you have said my name may be handed down in connection with this event which we here are met to celebrate.

After the address (says the *Freeman*) Councillors Harding and Nowlin were introduced to His Excellency, as the Fountain Committee, by the Honorable John Robertson. His Excellency accompanied the Committee to the stop-cock, when Alderman Needham on behalf and in the name of the Committee requested His Excellency to turn the water into the Fountain. His Excellency said he would have much pleasure in so doing and hoped that the full and free flow of the water would be emblematical of the rise and prosperity of the City.

He then turned on the water and a strong jet shot high in the air, at sight of which the multitude burst into one loud, exultant shout, led of course by Ald. Needham, who then called for cheers for the Governor, the Fountain, &c., all which were heartly responded to. The enthusiasm was now at its height when unluckily the pipe burst, the column of water subsided and with it fell the enthusiasm for a time. The Governor and suite having remained on the ground for some time, withdrew, paraded by the military, and the people gradually began to disperse. Alderman Needham having announced that the Fountain would be in play again at four o'clock.

Several of the Engine Companies then repaired to the Market Square to prove their engines, where the contest was kept up for some time with much spirit; but as the jets of water were thrown in an almost perpendicular direction, the palm of victory appears not to have been decided.

We cannot, however, omit noticing particularly the very efficient and fine looking body of firemen who visited us from Head Quarters—the way in which they worked their engine proves them to be as good as they look; and the citizens of Fredericton should encourage and highly appreciate so creditable a body. They were all dressed in neat and appropriate uniforms.

On the whole, the admirable state of order which was observed in the City, during the day, must have impressed strangers with favorable ideas of the quiet that usually prevails, and the well-organized state of our Police. The numbers taking part in the procession, or witnessing the proceedings, were estimated at *twenty thousand!*—and yet the duties of the Police Magistrate were in nowise increased.

We learn that at the request of a large portion of the constituency of this County, Mr. Allan McLean intends to come forward as a Candidate for the seat about to be vacated by the Hon. R. D. Wilmot. Mr. McLean is well known as an enterprising, independent, upright man, and we have no doubt will be well sustained. He has our best wishes for his success.

As we predicted, the political Railway schemes are now all afloat. The assertions, so confidently made, that all was settled, that the Railways, North and South, might henceforth be regarded as *fixed facts*, are now shown to have rested only on the very insecure basis of the result of an election. From all accounts, the recent election in Nova Scotia, if it do not upset the present Government, which is confidently asserted by the Conservatives, will, at least, render a *strong* Government by either party impossible. The Liberals confess that their former majority of seven is reduced, and it is well known that when the acceptance of Earl Grey's offer was proposed to the former House, it was withdrawn to avoid a certain defeat.

The present aspect of affairs may be best gathered from Mr. Howe's last manifesto.

It was publicly announced that immediately after the election, the assembly would be called together to approve of the bargain made for them by Mr. Howe at Toronto, and on the endorsation of his proceedings, we believed Mr. Howe staked his political existence. It was only *after* it was shewn that his offer was sustained, that our House was to be called on to decide upon the matter. It now appears that Mr. Howe expects that we must decide *first*,—forgetting that until his offer is backed, we have nothing before us to act upon. The fact is, Railways are strictly business matters, and to be carried out successfully, must be dealt with strictly as such. Whenever they become mixed up with politics, their doom is sealed.

Mr. Howe's Halifax and Quebec Railway is essentially a political one, and we hope that its failure, which now seems probable, will not be allowed to interfere with the European and North American Railway, which, if politicians could only be persuaded to let alone, would soon build itself.

Politics have long been considered the curse of Nova Scotia. They mix with and embarrass and embitter every attempt at progression, and effectually prevent that unanimity and good feeling which are essential to enterprise.

We trust that our Politicians will stick to their legitimate business, and not allow themselves to be led away by the bad example of our neighbours over the way.

Mr. Howe concludes the letter to his constituents, in reply to one from the Conservative leader, Mr. Johnston, with the paragraph which we annex. It will be seen from it that our statement that New-Brunswick was not pledged to Mr. Howe's Railway scheme, was strictly correct, notwithstanding the pompous contradiction to the contrary:—

"The Executive Council of New-Brunswick meets on the 18th inst. They will then decide when the Legislature of that Province is to assemble. If New-Brunswick accepts the terms offered her by Canada and Nova-Scotia, our House will probably be convened at once, to ratify those terms. If this is done, we may then go to work in earnest; if it is not, we are adrift upon the sea of negotiation and speculation again, and shall have leisure enough to communicate our thoughts to each other."

MR. ARCHIBALD'S LETTER.—We publish below the letter addressed by Mr. Archibald to the Governor General, on the subject of Railways in these Colonies, which has been so often referred to of late. It will be observed that it bears date at Toronto in June last. The publication of the letter by Mr. Archibald, which he considers as bearing glad tidings to New-Brunswick, was delayed, it appears, through fear, as he was informed, of its embarrassing other parties, who hold paramount pretensions in regard to the matter. It has now, however, been published entire, in pamphlet form, and in some of the Halifax papers, and may well create surprise that the offers it contains were not before made public in an authentic shape.

TORONTO, 21st June, 1851.

To His Excellency the Right Honourable the EARL OF ELGIN AND KINCARDINE, Governor-General, &c. &c. &c.

MY LORD,—With your Lordship's permission I will now proceed to put in writing the proposals in reference to the contemplated Railways in British North America, which I have already had the honor of personally submitting, accompanied by such views and explanations as may be calculated to place the whole subject matter in its proper light.

In order to carry out a complete railway scheme, commensurate with the prospective requirements of the British North American Provinces, provision must be made for the construction of a Grand Trunk line from Halifax to the American frontier at Detroit.—Of this line the only part now actually in progress is the Great Western, between Hamilton and Windsor, and it is supposed that the same company will construct the link between Hamilton and Toronto. If all the Provinces were to agree to accept the terms proposed by the Imperial Government, provision would be made for the whole line from Halifax to Quebec or Montreal; but whilst it is not quite certain that either Province will accept those terms, New-Brunswick has actually rejected them. Assuming for the present however, that Canada and Nova-Scotia, will concur in accepting the offer of the British Government, it remains to be considered by what means the New-Brunswick section can be carried through, and how the Great Trunk Line can be extended from Montreal to Toronto. It may be that the Legislature of New-Brunswick, upon reconsideration of the whole subject, may be induced to come into the general arrangement, or that Canada and Nova-Scotia may agree to assume a part of her burthen; but should neither of these alternatives avail, I hope to be able to suggest a plan that shall eventually accomplish the whole object, without pressing unduly upon the resources of that Province.

The configuration and geographical position of New-Brunswick render it necessary, to the completion of a perfect railway system, that the Province should be traversed its entire length by two main lines, and, in the present condition of its finances, the people appear to be unwilling to assume the burthen of constructing *both*, even with the liberal proffer of aid from the British Government. In view of the construction of *one* only of these lines, great differences of opinion and angry discussions have arisen, as to their comparative importance. The Northern section of the Province naturally contends for the Northern line, whilst the Southern division, including the commercial capital, as strongly advocates its favourite scheme. For my own part, I regard them both as of equal importance, and each indispensable to the requirements of its particular District. It is to the all prevailing sense, not in New-Brunswick alone, of the importance of the European and North American line that we owe the revival of the Halifax and Quebec project, which had been all but abandoned; and if this latter line should now weigh heavier in the general scale, it is due, not so much to any special Provincial objects, that it serves as to its bearing upon emigration and colonization, which are questions rather of *national* concern. I do not mean to say that these questions do not very nearly touch New-Brunswick; on the contrary, what she most wants, is a sound system of colonization, and the progressive influx of people of steady habits and some means.

It is estimated that there are in New-Brunswick from twelve to fourteen millions of acres of ungranted lands, which, however, are at the present moment comparatively worthless. In case of urgent necessity, the Province could hardly realise £100,000 from the whole of this vast territory; and at the rate at which the lands are now taken up, several centuries must elapse before they will be fully occupied. If I am rightly informed, the sales of Crown lands barely realise sufficient to defray the current expenses of the department, and it would appear that in fact they are virtually given away. At certain periods, the lands are put up for sale at public auction, and sold generally to the poorest class of transient emigrants, upon condition that the purchase money is *to be worked out in labour*, on some road nearest to the land; and if, as often happens, there is no road to the lot, the purchaser makes one, and so pays for his freehold by a few days' labour upon it. It is evident that under such a system, a body of settlers will be introduced, who can contribute nothing to the public wealth or weal; but on the contrary, it is easy to imagine that, when these enfranchised paupers shall become greatly increased in numbers, they may form a class capable of being influenced prejudicially to the character of the Legislature, and the best interests of the Province. It is one of the main features of the plan that I am to propose, to make these wilderness lands available for the completion of the railways, and at the same time, the field of a system of colonization that cannot fail to be productive of the greatest benefits to the Province, as well as to the Mother Country.

The parties whom on this occasion, in the absence of their more able representative, it falls to my lot to personate, are an Association of British Capitalists and Contractors, limited in point of numbers, but powerful from their influence, combinations, and means. The chief among them are the men who have taken the foremost lead in the construction of those great lines of railway and other public works which have been undertaken in Great Britain, and upon the continent of Europe, during the last five and twenty years. It will readily be believed that men of this stamp are not at all under the necessity of seeking employment for their capital or connections in North America; on the contrary, they are precisely the parties upon whom the largest enterprises in Europe are continually pressed, and, at this moment, they are pausing upon very inviting offers on the part of the French Government, until the fate of these Anglo American railways shall be decided. In the course of their gigantic operations, an army of dependents and retainers, amounting to several thousands, has sprung up; and for these they feel bound to provide employment. A large division of this veteran force, consisting of artizans and skilled labourers, regularly organized under their Clerks of Works, Architects, Surveyors, and Foremen, were upon the point of being removed and domiciled in France, when influences were brought to bear upon their employers, which induced them to turn their attention to British North America. Upon certain conditions, which I do not think will appear at all unreasonable, these parties are willing to make these countries upon which British Capitalists have hitherto turned their backs, the exclusive field of their future operations, and to transfer here the whole of that disciplined force, which has carried them triumphantly through so many great undertakings.

Such an opportunity of securing a combination of everything essential to the construction, equipment, and management of our great railway system, may never occur again, and ought not to be left unimproved. The very first detachment of this army of peaceful operatives, would introduce more realised wealth than all the thousands of emigrants who have straggled into New-Brunswick the last twenty years. But it is not their worldly possessions, after all, that will prove of most importance,—all the various mechanical arts which railway enterprise brings into requisition, would be introduced in the highest state of perfection, and the various establishments and factories for the purposes of the works, would form Normal Schools for training the rising youth in the knowledge and practice of arts and manufactures, hitherto entirely unknown in the country. The construction of these great lines of railway, under such auspices and by such means, cannot fail to be productive of the most beneficial effects upon the social, moral, and political condition of the people of these Colonies; whilst the Mother Country will, at the same time, be greatly relieved, by the sound and healthy system of emigration and colonization which they will necessarily promote. The advantages both to the parent state and the Colonies, are so great and so obvious, that they need not be enumerated; but I cannot pass by this part of the case without desiring to strengthen the argument, by referring to Your Lordship's powerful reasoning, conveyed in the communication to Earl Grey, under date of the 20th December, 1848.

Having said so much, perhaps unnecessarily, with a view of demonstrating the expediency of carrying out these great works by means of British skill and labour, and, by consequence, of British capital, I now proceed to consider the case of New-Brunswick as it stands at present. So far from joining in the censure which has been unduly attached to that Province, I feel bound to say that she has done much and done it well, towards the encouragement of the common object. I discover in her legislation and other proceedings, a liberal spirit, which I have no doubt will still further expand itself before a certain prospect of the realisation of all her wishes. With respect to the European and North American Line, New-Brunswick has already granted a liberal Charter of Incorporation, accompanied by Facility Bills, which concede a tract of the ungranted lands along the line, and provide for the subscription on the part of the Province, of £250,000 sterling, to the Capital Stock of the Company. Towards the Halifax and Quebec, or Northern Line, the Province has appropriated £20,000 currency, per annum, for twenty years, has agreed to provide the breadth of way and stations, and has conceded a tract of land along the line, estimated to contain about two million acres.

Supposing that all other plans for obviating the difficulties that have arisen in New-Brunswick, should miscarry, I propose, on the part of the Association which I represent, to construct the European and North American Line, through New-Brunswick, agreeably to the Charter of Incorporation and the conditions of the Facility Bills, and to subscribe for this purpose all the capital not already taken up. I therefore provide for the accomplishment of this project, upon the precise terms already arranged by the Legislature.

With respect to the Halifax and Quebec or Northern line through New-Brunswick, I propose that an Act, corresponding as nearly as circumstances will admit, with the Charter of the other Company, shall be passed for the purpose of Incorporating a Company with a Capital of £3,000,000 sterling; and all I ask the Province to do (in addition to what she has already pledged herself,) is to double the quantity of the wilderness lands on both lines and to subscribe £250,000 sterling, to the stock of the Northern Company; or at her option to divide that amount between the Northern and Southern lines. In either case the Province to be entitled to add two Directors to the Board of the Northern Company. This being done, I propose in like manner on the part of the Association, to organize the Company by subscribing all the Capital that shall not be taken up in New-Brunswick. It is understood, that the people of the Province are to have the privilege of subscribing to any extent they please, to the stock of both companies. These offers pre-suppose that the legislature will pass Facility Bills, securing the pecuniary grant, and conferring all needful powers and privileges for the settlement, disposal, and management of the conceded territory, which it is understood, is to be vested in the Company in fee simple, with the timber, mines minerals, and appurtenances; subject of course to such restrictions and conditions, as shall prevent the Company from disposing of the lands except in a ratio proportionate to the progress of the railway.

It is quite clear that with all that New-Brunswick is expected to do, a very large amount of capital will remain to be provided by the company, and that too for the construction of a line of Railway which it is generally believed, will not, for an indefinite period, pay its working expenses. The great national objects however, to be attained, justify the expectation of liberal aid and encouragement on the part of the Imperial Government; but this is a part of the case upon which it is not my province to enter.—So far as New-Brunswick is concerned, she must begin to derive *immediate benefit* from the proposed arrangement. *Ex necessitate* the company must expedite by every possible means, the sale and settlement of their lands, and the development of their resources, the Coal Fields will be opened up, Iron Mines will be worked, Foundries, Machine Shops and Factories established. Every first class station along the line will become the *nucleus* of a town, and every stopping place will form the centre of an agricultural ambit, and a rallying point for the poor unskilled emigrants, who will be cheered and instructed by the well regulated operations they will witness on every side. The expenditure upon the work will facilitate the settlement of the lands along the line, and the improvement of these lands will bring traffic to the railway. It is not too much to expect that the population and revenue of the Province will be doubled within ten years, and long before the £20,000 a year guaranteed to the northern line shall become payable, the amount will be anticipated in the Exchequer from the effects of these operations; and thus the end, in advance of its accomplishments, will furnish the means to this extent. This is no fancy picture, nor does it foreshadow half the realities of such a feature as New-Brunswick may now command.

I come now to another very important part of the general scheme, namely, the section of the Grand Trunk line from Montreal to Toronto. The capital required for this portion of the work may be estimated at about £1,600,000 sterling, one half of which would be advanced by the Province under the provisions of the act in this behalf. It is assumed that at least £300,000 would be provided by the municipalities along the lines, leaving about £500,000 to be subscribed by other parties. In the event of a favorable charter of Incorporation being granted, I have no doubt that, as a part of the general plan, the whole stock that shall not be taken up in the Province will be immediately subscribed. It would appear only a reasonable stipulation in this case that the Provincial advance which will be secured by the first mortgage on the line and its tolls, shall not bear more than four per cent. interest until the line shall pay a clear dividend of four per cent. upon the whole paid up capital.

The amount subscribed by the company to form the second charge on the line and (after payment of the Provincial interest) to be entitled to six per cent. before any interest shall become payable upon the contingent of the municipalities, which, however, shall in their turn, be entitled to six per cent., when the profits will allow. The surplus *ultra*, if any, after the payment of six per cent. on all the charges, to be received by the company or appropriated to form a sinking fund towards the extinction of the Provincial debt. It is understood that the municipalities, have already agreed to some such arrangement, and I see no difficulty in organizing a company on the above *basis* so soon as an Act of Incorporation shall be passed by the legislature.

It is assumed that the whole line from Halifax to its extreme Western *terminus* is to be carried out upon an uniform plan, and that all the Provinces will readily allow Her Majesty's Government to nominate the Engineer in Chief, who will of course be assisted by other Engineers to be appointed on behalf of the respective Provinces.

It is not too much to suppose that for the reasons above stated, both the Imperial and Provincial Governments would greatly prefer that these great works should be undertaken by British Contractors; and it is assumed that the associated contractors, whose names have been submitted to her Majesty's Government by William Jackson, Esq., M. P., are to have the entire contracts for all the contemplated lines upon such fair and equitable terms as may be agreed upon. These parties do not expect or desire any pecuniary preference, but as they and their associated capitalists are about to incur heavy risks, not ordinarily undertaken by contractors, they feel that they are justified in seeking to guard themselves against competition that might have the effect of enhancing the price of labour and materials to a ruinous extent. The lines to be made by funds provided under the Imperial guarantee, could be executed agreeably to estimates to be furnished by the board of Engineers, or they might be constructed under inspection, upon terms of allowing the contractors a certain commission to be agreed upon. At all events it will not be difficult to settle the "fair and equitable terms," upon which they are willing to engage the whole scheme.

In undertaking works of such vast magnitude and importance, it will be wise to look beyond the present, or even the immediate future. Already an enormous traffic awaits these lines, but who can form a notion of the proportions to which it may expand within the next ten or twenty years! Already the knell of protection is sounding along the fertile vallies and boundless prairies of the Far West, and those barriers to free trade, which we should vainly assail from without, will soon be prostrated by the pressure from within. The productions of that vast region, consisting for the most part of the bulky articles of human subsistence, will, in spite of all restraints, flow through the most natural and facile channels, to be exchanged for the products of other countries. But I cannot bound my view by these remote territories or even the more distant region stretching to the Pacific, or by the ocean itself. A great arc of the globe passing through Halifax and Toronto, if projected on the one hand into Asia, and on the other into Europe, will bisect the richest, most populous and most civilized countries under the sun. On the one side are the countless millions of the Indian Archipelago, China and Hindostan; on the other the overcrowded, busy marts of Europe. The interchange of the commodities of Europe and Asia has in all ages constituted the most lucrative commerce of the world.

Since the days of Solomon, if not before, it has been the desire of nations to possess or controul this trade, with which the highest state of prosperity and great power have ever been associated. The track of this commerce has built up cities of palaces in the desert; its diversion has marked the decline of empires;—once lost it has never been regained, and although the great nation we most affect now controls the trade of the far East, it is deserving of serious consideration whether the *route* is not yet capable of one further change.—We have the authority of the spirited and intelligent originator of the great Atlantic and Pacific railroad, who more than any other man has studied the intercommunications of the globe, for the fact that there is a practicable line across the continent of North America that shall shorten the distance between England and the East Indies by more than five thousand miles in comparison with the *route* by the Isthmus of Panama! The British possessions in North America lie midway between these great countries, occupying that zone of the earth upon which, on the other continents, three fourths or more of the whole human family are congregated. Within our borders there is a vast unoccupied food-producing territory, capable of absorbing a population equal to that of the half of Europe. In addition, I believe that we hold the keys and the track of the future communication between the two grand divisions of the human race, and who shall say that a large share of that enriching traffic, which has gilded every former path, shall not ere many years glide along those very channels which it is our present business to open up.—The day is not far distant when this great highway of nations will traverse our now neglected territory, as surely as a straight line is the shortest distance between two given points.

To descend, however, from these speculations, I would beg to suggest that the pending negotiations between the several Provinces be brought to issue as speedily as possible. The parties on whose behalf I submit these proposals, and to whom the magnitude of the enterprise is its chiefest recommendation, are abundantly able to accomplish the whole design, and upon the conditions, and with the encouragement I have indicated, I believe that they will be willing to undertake the task *immediately*. The most urgent parts of the work seem to be the section through Nova-Scotia, the European and North American line through New-Brunswick, and the lines from Montreal to Toronto, which might all be commenced simultaneously, as soon as the needful legislative action shall have taken place.

I have thus, my Lord, in great haste, endeavoured to convey the impress upon my own mind of the importance of the great objects to which the foregoing refers, and of the best means of accomplishing them. If these proposals shall be found acceptable, and the needful measures be speedily adopted by the Imperial and Provincial Governments, the leaves shall not begin to fall before the approach of the coming winter, ere the staff and pioneers of a powerful force shall be upon the ground prepared to commence operations along the whole line. If, on the contrary, these offers shall be rejected, the present generation, I fear, may abandon all hope of witnessing the attainment of these great and important national objects, for I believe the day of their accomplishment will then be too deep in the womb of time to be sounded by the span of any life in being.

I have the honor to be, my Lord,
Your Lordship's most obedient,
Humble Servant,
(Signed) C. D. ARCHIBALD.

MILITARY CHANGES.—On Wednesday evening a detachment of the 97th Regiment from this Garrison embarked in the Steamer *Fairy Queen* for Windsor, *en route* to Halifax. The Steamer returned from Windsor soon after six o'clock yesterday morning, bringing two Companies of the 72d, (the Duke of Albany's own Highlanders,) under the command of Major Gaisford. They landed immediately on arrival, and marched to the Lower Cove Barracks, preceded by a piper in full play. They wear tartan pantaloons, and are a fine-looking body of men.

We learn that the remainder of the 97th will proceed by Steamer to Windsor, in detachments, next Wednesday, and on Wednesday week—the 72d arriving by the return trips of the Steamer.

A detachment of the 72d, to relieve the 97th at St. Andrews, proceeded thither this morning in the Steamer *Pilot*.

NEW VESSELS.—A very superior ship of about 800 tons register, named the *Kelvin*, was launched on the 1st inst. from the building yard of the owners, Messrs. Owens & Duncan, in Portland. The Kelvin is equal in every respect to the best vessels built at this port.

On Thursday a new Ship of upwards of 800 tons, called the *Irene*, built at Quaco by Mr. Thomas Carson, for Messrs. Allison & Spurr, of this City, was towed into our Harbour by the Steamer *Pilot*. The Irene is built of excellent materials, and her model and workmanship are very superior.

ROWING MATCHES.—On Thursday at eleven o'clock, two six-oared Gigs, started for a prize of £12—the *Superior* owned by J. Coyle of Sand Cove, and *Belle of Portland*. This race was easily won by "Superior," coming in a great distance ahead of her antagonist. Course the same as rowed by the Carleton Boat *Experiment* and the Indian town Boat *Xyphias*.—Time said to be 33 minutes and some seconds.

After the six-oared Gig Race was over, four Four Oared Gigs started for a prize of £8—The *Bluenose*, rowed by men from Straight Shore—the *Eclipse* rowed by Sand Cove Men—the *Telegraph* and *Mystery*, the crews of which were Carleton men. The start was beautiful, the "Bluenose" taking the lead, closly followed by the "Eclipse," the "Mystery" behind. This race was easily won by the *Mystery*—the "Eclipse" and the "Telegraph" giving up the contest before reaching the East end of the Island. Course same as the six-oared Gigs—Time said to be 34 minutes.—*Telegraph*.

HARPER'S NEW MONTHLY MAGAZINE, for September, has been handed to us by the Agents, Messrs. Fetridge & Co., of Boston, and is for sale at our Book Store.

This number is rich in original and selected matter, and cannot fail in pleasing the most fastidious of readers.

THE NORTH BRITISH QUARTERLY REVIEW, for August, published by Leonard Scott & Co., of New-York, and for sale by Messrs. McMillan, is also received. The contents are—

The Social Science, its History and Prospects; The Literature of Apologetics; Net results of 1848 in Germany and Italy; Typical Forms, Goethe, Professor Owen, Mr. Fairbairn; Recent Works of Fiction; Kingsley's Saint's Tragedy and Sermon; Character in Architecture; The Five Wounds of the Holy Church; Mr. Babbage on the Exposition of 1851; Appendix.

All of which are masterly and deeply interesting articles.

The Newton University of Baltimore, Maryland, has recently conferred the honorary degree of *Doctor of Divinity* upon the Rev. A. W. McLeod, Wesleyan Minister, of Halifax, (N. S.)—Dr. McLeod is a native of this city.

We learn from the Halifax Chronicle that Sir John Harvey, the venerable and highly respected Lieutenant Governor of Nova-Scotia, was to have left England for Halifax in the Royal Mail Steamship appointed to sail on Saturday last. It is gratifying (adds the Chronicle) to be assured that His Excellency's health has much improved.

COLONIAL MINERALS, &c.—The London Times of the 15th August, in noticing the Minerals of various countries, as exhibited in the Crystal Palace, alludes to those of these Provinces in the following terms:—

"We see no specimen of coal from Canada, and if the absence of such correctly leads us to conclude that no basin of that mineral has yet been discovered in the Province, we may assure the Canadians that they will some day be made aware of the importance of connecting themselves more closely with New-Brunswick and Nova-Scotia, where this mineral is abundant. Without cheap fuel of strong quality and small bulk, the processes of smelting, forging, and raising steam can be carried on only to disadvantage, and the industry of Canada must be exercised principally on raw material until she puts herself in a position to command a good supply of that all-powerful stimulator—coal.

"The sister Province of New-Brunswick has not been entirely idle amid the general excitement to contribute to the show of industry of all nations; but this is all we can say, inasmuch as the samples of iron ore, manganese, plumbago, and *pitch coal*, which compose her entire list of mineral specimens, are most paltry as an index of the mineral wealth which really exists in that fine Province. New-Brunswick is somewhat larger than Ireland; the greater part of her soil is fertile, and is covered with fine forests. Two thirds of her boundary line are formed by the sea, and, as a consequence of these conditions, the energies of her inhabitants have been absorbed by timber-cutting and by fisheries. She possesses, however, vast stores of coal, of ore, and of stone, applicable to building and to the arts, and as soon as the temptations to "lumbering" (cutting timber) and fishing on the small scale diminish before the advance of population and the demand for produce of more skilled labour, then will the star of New-Brunswick take its place amid the more solid and valuable jewels of the chaplet which adorn the brow of our Imperial Victoria.

"Nova-Scotia has been more industrious, and has sent us a fine collection of iron ores and iron products through the medium of one of her most enterprising inhabitants, Mr. C. D. Archibald. The mineral property of this gentlemen is exhibited in the rough ores, which appear not only rich in quantity of metal, but of excellent quality; and a systematic arrangement of pig, bar, steel, tinplate, wire, and manufactured articles, (knives, grates, &c.,) deserve high credit, as evincing energy and skill as well as methodical industry, to exhibit these very valuable productions in a young colony.

"There are also exhibited by the same gentleman various samples of marble, some of which are fine in texture and of good colour, but apparently not sufficiently close and even-grained to compete with the marbles of Italy. Excellent freestone is exhibited, and also gypsum and its crystallized variety called selenite. Large quantities of this mineral are raised in this Province and exported for manure. Gray copper-ore and native copper, of fair quality, appear on this table, and some oxide of manganese. Some interesting fossils of the carbonaceous series have been sent by the Central Committee of Nova-Scotia, and one lump of coal of good bituminous quality. But where are the specimens of the General Mining Association, which company leases the Crown minerals reserved by ancient Crown right in Nova-Scotia, and which comprise by far the larger portion of the mineral property of the Province? Property has its duties as well as its rights, and we cannot be surprised that a name so distinguished as that of the leader of Transatlantic steam navigation should not have been attached to a copious and well-arranged series of freestone, coals, iron ores, and limestones from the basins of Pictou and Cape Breton, where that gentleman has the principal direction of the affairs of the General Mining Association.

"Let us hope that the omission will be rectified as soon as another opportunity is presented; and sure we are that no effort of the Mining Association will be disregarded which may show to the inhabitants of this fine Province that their mineral wealth is skilfully handled, and its products are available for their use, in competition with those of all the world beside."

☞ Boston papers to Thursday last, received from various quarters per Steamer *Creole*, last evening, announce extensive preparations for the coming celebrations in that City. The official personages invited to be present are to be made the guests of the city. Apartments have been engaged at the Revere House for the President of the United States and the Governor General of Canada. Accommodations have been provided at other hotels for the officers of the army, and the civic functionaries from the Provincial cities.

A despatch from Washington says: "It is understood that measures have been taken by Government for the reclamation of the American prisoners at Havanah."

A most disastrous storm has swept over lower Georgia, which has proved very destructive to buildings and the crops. Thousands of dollars' worth of property have been carried away. The steamers Magnolia and Falcon, near Columbus, were made a complete wreck by the hurricane.

We continue to receive the most disastrous accounts of the gale in Florida. At Apalachicola property to a very large amount has been destroyed, and the place wears a most gloomy aspect. Off the harbor a Spanish man-of-war was stranded, and several lives lost.—*Boston Atlas.*

The Steamship *Asia* sailed from New-York on Wednesday, for Liverpool, with seventy-six passengers, and £997,000 in specie.

JAMAICA.—Kingston papers chronicle the death of Rev. Thos. Pennock, the founder of the Wesleyan association in Jamaica, at St. Andrew's on the 26th ult.

There is no general news from the Island. The Cholera continues to linger at Kingston, and at various other towns, but not to any alarming extent. The weather had been extensively hot, and a troublesome species of influenza was prevailing all over the Island.

CAPTURE OF LOPEZ.—The Empire City at New-York on Saturday, left Havana Sept. 1st, and reports that Havana had been the scene of rejoicings for three days, owing to the capture of Lopez and his men. The news of his capture reached Havana on the 30th, when flags were hoisted and guns fired, and there were torchlight processions; the principal buildings were illuminated, &c.

Lopez was taken in the interior, wandering alone, and nearly exhausted from fatigue and hunger. He asked for something to eat at a farm house, and permission to lay down and sleep awhile; and while asleep was made prisoner. He had no arms. His men have suffered severely, having lived for several days on leaves of trees. The last meat they had tasted was the flesh of Gen. Lopez's horse. The remainder of his men have either been shot, or they have perished from hunger. Of his followers over one hundred are now in prison at Havana, and are to be sent to Spain for ten years confinement in a dungeon.

Lopez was garrotted on the … at 7 o'clock. The execution … 8000 troops and many citizens … the platform and made a short … words were, "I die for my … He then took his seat, the … and in two minutes he was … The prisoners say that … the Creoles of the Island … position to join them. Lopez is a native of Ve… years of age. He married a C…

☞ The Mail for England … ing of the Steamer Canada … week, will be closed at the … in this City on Tuesday, at … morning.

THE CRYSTAL PALACE … visit the Crystal Palace … of visiting at the same time … Hall, Prince William Street, … blishment in the Province. … that visitors should carry … favorable impressions of … of the City; and as nothing … proofs of this than the … offer for their inspection … on hand, which, for elegance … workmanship, is nowhere …

WHERE, TELL … Can be Purchased the … Clothing? … ECHO ANS… At the New-Brunswick … WATER-STREET … SIGN OF THE G…

MARRIED … In Trinity Church, … A. Stewart, Mr. Alexander … Gray, both of this City. On Saturday evening, … Mr. Geo. Niles, to Miss … of Portland. On the 9th inst., … Richard Anderson, to Miss … ter of Mr. David McMa… Portland. On Thursday evening, … binson, Mr. Stephen S. … Shaw, fourth daughter of … of this City. In Christ's Church, … of the 6th inst., by the … ting Garrison Chaplain, … William Egan, 97th Regiment … McLaughlin, daughter of … McLaughlin, of Fredericton. At Fredericton, … M. Brooke, Mr. George … Miss Ross, both of that City. On the 4th instant, … McCormick, to Miss … rish of Burton, Sunbury … At Digby, (N.S.) … Mr. Hill, Mr. James … daughter of Capt. …

DIED … In this City, on Saturday … short but severe illness, … the late Rev. Mr. … lady of superior … amiability of disposition … ted by her family and … grounded assurance that … world of many cares … ing happiness. On Saturday evening, … late Mr. John Dean, … Same evening, … eldest daughter of … years and one … On Sunday evening … of Armagh, … On Monday … Mr. George King … On Wednesday … Edwin … age, leaving … and relatives … At Wyer's Point … short illness, … to the Divine will … 28th year of his age. On Saturday, … wife of Mr. Clark … Simon Baxter, … three children … At the Oromocto … Esq., aged 81 years. At Moncton, … Mr. Oliver Jones, … Also at same place … eldest son of Mr. … year of his age. At Lowell, Mass., … aged 24 years … tholomew Bryant …

MARINE … PORT OF SAINT … Saturday—Brig. … days—Master, ballast. Monday—Ship … Chas. Brown, ballast. Schr. Ori, McMullin, … ballast. Tuesday—Ship John … —John Robertson, ballast. Montrose, Hue, Liverpool, … general cargo. Schr. Coba, Kavanagh, … ral cargo. Margaret McDougall, … Master, flour, meal, &c. Steamer Creole, Atkins, … passengers and merchandise. Wednesday—Barque … ton, 4—Chas. McLauchlan … Endymion, Cordingly, … coals. Brig Gleaner, Fuller, … bart, flour, &c. Thursday—Ship … 6—John Robertson … Hope, Bradford, New-York, … ballast. Friday—Barque … gins & Sons, coals. Steamer Creole, Atkins, … passengers and merchandise. Steamer Maid of Erin, … Parks, passengers …