

To the Editor of the British American

Sir,

As the proposed annexation of this Island with Nova Scotia, becomes more and more the subject of conversation with all classes of society, I fear unless it be checked in the bud, our neighbours on the opposite shores, may be inclined to construe our silence into a tacit consent and approbation to a measure, which I am certain would be impolitic in us to concede. Whatever may be the opinion of the leading men upon this Island, as to the benefits that might result if the proposed measure were to take effect, I, for one, am at present decidedly opposed to it; and I think every man who gives the matter but a moment's serious consideration, must come to the same conclusion. I believe "Aliter" has been for years a strong advocate for annexing this Island with Nova Scotia; and if that gentleman were some twenty or thirty years younger, I should at once attribute his anxiety, to something like a selfish interest; but as it is, I trust I may safely exonerate him from such a charge. It is by no means difficult, to trace what class of persons they are, who feel most interested in the proposed event, and their object in promoting it; but I trust, that Government at home, will act consistently, and not be induced to listen to aristocratic influence, and acquiesce in a measure, by which the rights and interests of a great portion of His Majesty's loyal subjects upon this Island, may be compromised, in order to gratify the wishes of a few individuals, who are fortunate enough to possess large portions of its soil. I know it is the opinion of some, connected with several Merchants in Halifax, who contend, that if this Island were to be annexed to Nova-Scotia, trade would be materially increased, our ports and harbours lined with shipping, and be productive of a considerable circulation of cash. I really do not see all this so clear, for as we now stand, our neighbours have the same facilities for carrying on trade, and I believe it rather operates to withdraw our money from the Island. But then they will tell you that in the event of this Island becoming part and parcel of Nova Scotia, and represented as it would be by 5 or 6 intelligent men as Members of their House, considerable benefit would be the result, as confidence would be established in trade, and protection to the merchant for his capital by its laws. The grand mystery is this, Ministers at home have always considered the Colonies as a burthen to the Mother Country, and as they find them increase in wealth and population they will gradually shake them off, by withdrawing from them the assistance hitherto afforded, in the payment of their Civil Lists. If I am right on this point, I trust Government will act fairly with us, and before we are placed under the Nova

Scotia Government they will leave us the alternative of paying our own Civil List; and I am confident, there is not a disinterested man upon this Island, who, if he possess the true spirit and feelings of an Englishman, would refuse paying annually, his quota towards the maintenance and support of our own Government; besides it would be a breach of faith with our present Government Officers, who certainly have vested rights in their respective offices, they of course, could not be removed without adequate remuneration. At present we enjoy our own Government, with Laws agreeable to the practice of the Courts in Westminster Hall, except as they are modified by the local acts, and if some reformation were to take place as regards the mode of dispensing Justice, I think, we should be better satisfied, and I hope and trust, when our legislative body meet, they will see the necessity of taking up these important matters, and if in the end we must pay our own Government, it will teach us economy in the expenditure of public money, and by laying on a moderate Land Tax, a sufficient revenue may at once be obtained for that purpose. If I mistake not, Cape Breton formerly had a separate Government, although subject to the will of His Majesty, but they petitioned to be annexed to Nova Scotia; but have not they found out their error and repented? Yes! therefore let this operate have a warning to us, and before we tamely submit to the disgrace of losing our Constitution, by being placed under the control of a Nova Scotia Government, let us make every exertion in our power both here and at home, to prevent as much as possible, that which must and will in the end entail upon us—consequences still worse, and more oppressive than paying for our Government; at all events it will partially leave us a free and independent people, which is the admiration of every Englishman.

Your's &c.

VERITAS

Charlotte-Town, 4th October, 1822.

EXPERIMENTAL JOURNEY OF MESSRS. OGLE & W. A. SUMMERS IN THEIR STEAM CARRIAGE.

Monday this steam-carriage passed through Newbury from Southampton to Oxford; it proceeded along the streets at a steady pace, attended by a large concourse of persons. At the Chequers Inn, Speenhamland, it stopped to take in water and coke; the supply of water required was about one hundred buckets. When starting the coach went off with very considerable speed, and soon left all the pedestrians far behind.

We understand Messrs. Ogle and Summers have been occupied almost for four years in their experiments, and have expended 30,000l. in bringing their invention to perfection, or rather to that state which leaves only some trifling minor details to be worked out. The

chief desideratum in locomotive vehicles and vessels (in mines in our colonies) is a safe and efficient mode of generating steam on scientific principles. Messrs. Ogle and Summers have completely mastered that most difficult point. Their boiler contains the greatest possible heating surface in the least possible space, when in combination with the strongest mechanical form. Their boiler consists of numerous sections, having sufficient connection with each other, constructed of cylinders with air tube within each, standing vertically, so that a stratum of water is placed between two heating surfaces, the outer surface of the cylinders and the inner surface of the air tube. They allow 13 superficial feet to the horse power, and a boiler in their vehicle contains 338 feet of heating surface, or thirty horse power. They usually work at the pressure of two hundred pounds on the square inch, so that upwards of nineteen millions of pounds weight are pressing to get loose, and yet confined and used with perfect safety. The cylinders are 12-14 in diameter, with metallic pistons, of such perfect construction that the steam has never been known to pass these pistons. The boiler contains upwards of fifty-three thousand rivets, and at the tremendous pressure of three hundred pounds on the inch not a rivet leaks. The joints are all perfectly tight, and the supply of water to the boiler from the tank quite perfect. The form of the carriage is elegant and remarkably commodious, and we understand easier than any other vehicle. It differs from the common carriage chiefly in its height, and the cumbersome appearance of the boiler, which is placed behind, and beyond is the blowing machine. Owing to the heavy ironwork being at the lower part of the vehicle, an upset is almost impossible.

On Monday morning this carriage left Millbrook, near Southampton, with twenty-three persons and their luggage, and proceeded towards Oxford. The first twelve miles, celebrated for the hills, were cleared in one hour and ten minutes, the pressing the vehicle to its speed. The coach then proceeded toward Whitechurch with great velocity; but before it reached Sutton Scotney it was found that the coke, which had been sent to different stations consisted of little bags instead of sacks, and therefore fuel was necessarily waited for, and the whole distance would have been cleared in less than five hours. The road is known to be very hilly and rough, and to be perhaps the most trying that a steam-coach could be run on. Notwithstanding the loftiest hills were surmounted with the greatest facility; that from Whitechurch was ascended at full ten miles per hour. At intervals, the coke being consumed, coals were used, which caused steam and smoke. The want of coke, and the illness of Mr. Summers, induced the party to stop at Abingdon, having cleared upwards of twelve miles an hour when supplied with fuel which speed could have been considerably increased. The strength of the machinery, the perfect command over the power was completely proved by the fact, that at the summit of a very long and steep hill the drag-falls and the vehicle rushed forward, attained the terrific speed of fifty miles an hour, but was stopped with accuracy and safety by Messrs. Ogle and Summers' invention. It has been several days at Oxford, as they have been main to transact, and are desirous of trying some experiment in detail, which experience alone can teach; they have also found that only part of the machine not made by themselves, the crank axle, has shown some symptoms of weakness in the most unexpected manner, arising from the culpable neglect, and sti-